





REMARKS
ON
THE HOME SQUADRON
AND
NAVAL SCHOOL.

BY A GENTLEMAN OF NEW-YORK,

FORMERLY CONNECTED WITH THE CITY PRESS.

(*Thomas Goin*)

Flag of the Seas! on Ocean's wave
Thy stars shall glitter o'er the brave,
When Death, careening on the gale,
Sweeps darkly round the bellied sail;
And frightened waves rush wildly back,
Before the broadside's reeling rack,
The dying wand'rer of the sea
Shall look at once to Heav'n and thee,
And smile to see thy splendors fly
In triumph o'er his closing eye.

Drake's "American Flag."

NEW-YORK:

Printed by J. P. WRIGHT, 18 New Street, near Wall.

1840.

TARRYTOWN, NEW YORK

REPRINTED

WILLIAM ABBATT

1921

BEING EXTRA NUMBER 72 OF THE MAGAZINE OF HISTORY WITH NOTES AND QUERIES

EDITOR'S PREFACE

IF our Extract No. 71 was an eloquent plea for the maintenance of our Navy, this one is no less so on the kindred subject of training boys to become sailors.

Its author, Thomas Goin, born only the year after Mr. Bronson published his treatise, may well have read it in his youth, for we find that his interest in the subject dated from his twentieth year and ceased only with his death. He, like so many other pioneers in good causes, did not live to see his plans fully successful. Born in Brooklyn in 1803, he spent his life as a merchant and "shipping master," thereby gaining a practical knowledge of the need for nautical training, to which he devoted time, labor and money, dying finally from overwork in connection with securing crews for our ships for service in the Mexican War.

His pamphlet appeared in two editions (both now very scarce), 1840 and 1845. We make our reprint from the first; the second contains many more letters of commendation than we could print, from sea captains and shipping merchants, and the only reason why his plan did not become a permanent success seems to have been the misapprehension on the part of the boys that they would be eligible for appointment as midshipmen on our men-of-war. When they found that the merchant marine was their only future, dissatisfaction caused the enlistments to fall off and the dying out of the system which for 1839-40-41 had proved completely successful. Doubtless, had Mr. Goin lived, he would have been able to carry it through to

permanent success. He had been granted an appointment in the Navy (as appears from Hamersly's's *Register of the Army and Navy*) as "Master" in 1839.

To his granddaughter, Mrs. L. H. Fisher, of Brooklyn, we are indebted for copies of the following newspaper notices:

From the *New York Herald*, Tuesday morning, March 16, 1847.

THE FATHER OF THE NAVAL SCHOOL

Thomas Goin is with the dead! Who did not know him? For thirty years his energy and honesty of character made him one of the first of the "shipping masters" of the United States. Shipping, as he did, thousands of sailors every year, he became intimately acquainted with the requirements of commerce and of the Navy in all relating to the efficient manning of our ships. His sagacity foresaw the scarcity of men which now exists—when our ships of war can scarcely enlist one man per day and the Mexican war is consequently protracted—and when our Merchantmen laden with food for the starving millions of Ireland and Scotland are delayed from day to day from a want of seamen—and his philanthropy and patriotism induced him to undertake, from his own private resources, the expense of inducing Congress to establish a Naval School. By an outlay of upwards of \$10,000, and after many years of incessant labor, his efforts were crowned with a limited success. Thousands of sailors, now afloat, owe to Mr. Goin a debt of gratitude for the first rudiments of a nautical education. He was emphatically the friend of the poor man's son, and whilst he never quarrelled with the good fortune of those who obtained commissions in our Navy from adventitious birth, he strenuously advocated the claims of the children of poverty who possessed talent and worth.

Mr. Goin's plan would have been of incalculable advantage had he lived to carry out its details with the assistance of a liberal Congress—but his good deeds live after him. Several large cities have awarded him public thanks and we trust that the ingratitude with which some have treated his labors will not deter others from attempting to complete what he so well began.

His sudden death was superinduced by his extraordinary exertions, night and day, in the arduous labor of manning the ships of war hastily prepared for the Gulf Squadron. He died blessing his country and is mourned by friends

innumerable. His brethren of the Masonic and Odd Fellows' institutions followed his remains, with many mourners, to Greenwood Cemetery, where, after a life of usefulness, he sleeps in peace. All the shipping in port, American and foreign, wore their colors at half-mast throughout the day as a mark of respect.

Death notice which appeared in *New York Commercial Advertiser*, Monday afternoon, March 15, 1847:

On Sunday morning, after a short illness, Thomas Goin, Acting Master, U. S. Navy. Funeral from the house of his sister, 187 Bridge St., Brooklyn, this afternoon at 3 o'clock.

Death notice which appeared in *New York Herald*, Monday morning, March 15, 1847:

On Sunday morning, after a short illness, Thomas Goin, Acting Master, U. S. Navy. The friends of the family, the brethren of Mariners' Lodge, No. 67, of the Masonic Order, and the Masonic brethren generally, and the members of Knickerbocker Lodge, I. O. of O. F., and also those of his partners, A. P. Pentz and Wm. Poole, are respectfully requested to attend his funeral, from the house of his sister, No. 187 Bridge Street, Brooklyn, this (Monday) afternoon at 3 o'clock.

The poem which we add is extremely rare and has never before been reprinted. It is supposed to have been written by Thomas Jefferson—though on what grounds I fail to see, for in Stevens & Stiles' "Century of American Printing" (1916) I find: "Evidently issued by the Tory party in New York and secretly printed (probably by James Rivington) for fear of the Sons of Liberty." The only sale I find recorded was for \$32.50.

The wife virulently reproaches her husband for attending the Congress of 1774 and prophesies his ruin therefor.

THE AMERICAN CORVETTE

THE APPRENTICE BOYS' SONG.

THE canvas is spread, and the anchor's a-trip,
And o'er the blue ocean we go,
And gallantly mann'd is our trim little ship,
And ready to meet any foe.
The Star Spangl'd banner we give to the breeze—
We swear it shall never be furl'd
In shame or dishonor, but over the seas
In triumph it floats through the world.

You ask why we say so? Then look at our boys,
Each one that free standard born under;
It tells them of kindred, of home and its joys,
And our foes we answer in thunder.
Our Bainbridges, Jones', Decatur's, are there,
Hereafter to stand in the grip,
And, like our own Perry, all proudly declare
That they never will give up the ship.

Aye! there is the Navy to which you may trust
The eagle, the stripes and the stars,
With a faith all unshaken that conquer they must,
For they all are American Tars.
The cannons' loud mouthings shall be our reply
To those who our standard contemn;
Our ship she shall sink, and our crew they shall die,
Ere our flag shall be lower'd to them.

Should our halyards be cut, to the tow'ring mast
Our unconquer'd eagle shall fly
In the face of the foe, and, then nailing it fast,
Shall stay till we conquer or die.
Should our topmast be struck, our spar shot away,
It shall wave at our highest mast-head—
The standard of glory, if ours be the day,
Or the winding sheet of the dead.

THE APPRENTICE BOYS' SONG

Our scuppers run blood, but we prove that the spirit
Of Seventy-Six is alive;
Our fathers are dead, but their deeds we inherit—
Like them we shall valiantly strive
To keep what they left us untainted by shame,
To prove that the sons of such sires
Like them will rank high on the records of fame,
For their spirit our bosom inspires.

The home that we love, it shall never be trod
By the tyrant, or press'd by the slave,
But true to our country, ourselves and to God,
We guard the free soil of the brave.
The father, the mother, the sisters we love,
The home of our childhood is there—
The altar we knelt at when looking above,
Our infant lips murmur'd in pray'r.

Her proud cataracts thund'ring over the steep,
Her magnificent rivers and bays,
Will speak to our bosoms when far on the deep
We raise the loud song in her praise:
How her sons are all brave, her daughters all fair,
Her land as an Eden in bloom—
How beauty and goodness commingl'd are there,
While freedom the whole doth illumine.

The fields where we wander'd, the haunts of our childhood,
All, all round our bosoms entwine,
Till we love ev'ry hill, ev'ry vale, ev'ry wild wood,
Ev'ry thing that, Columbia! is thine.
Then up with the eagle, the stripes and the stars,
Let our banner float proud to the breeze,
And hurrah for our boys, our own native Tars,
The free-hearted sons of the seas.

INTRODUCTORY REMARKS.

Among the most remarkable enterprizes of the times in which we live, we class the establishment of the "Home Squadron and Naval School." When we look at the good it has already done, and carry our views forward and anticipate the beneficial results which, by an intelligent carrying out of the plans of the originator and founder, may be made to flow from it, and realize that it has been produced by the patriotic zeal, untiring industry, and at the great personal expense of one individual, and he comparatively in an humble situation in life, possessed of no adventitious advantages whatever, but one who has been the architect of his own fortune and success in life—one who, left early to struggle with the world and buffet with adversity, rose step by step to moderate competency, and yet never hesitated to employ the hard earnings of long years of untiring and unremitted industry, to carry out a national and patriotic object; and when we bear in mind that he had to labor for years against the opposition of some, the lukewarmness of others, and the ridicule of the incredulous in his success, who laughed at the idea of his being able to accomplish his object; and that, undaunted by all, he continued steadily year after year, to bring his plans before the Executive of the United States, and to have them presented to Congress, and at last succeeded in obtaining that for which he had for years been striving,—the passage of an act of Congress establishing the Home Squadron and Naval School upon a permanent and efficient basis,—we feel ourselves justified in ranking THOMAS GOIN of New-York among the most remarkable men of the present day. In his native city none possess more thoroughly the confidence and good opinion of his fellow citizens, as a Notary and Ship Broker, which he has followed for about twenty years, or as an unassuming individual. Of sailors, none

possess a more extensive knowledge; and he enjoys to an unlimited extent the affectionate dependence of a class of men proverbially versatile, and prone to take captious exceptions; and yet all regard Thomas Goin as the sailors' friend, and one who will honestly and faithfully protect their rights, and render equal justice to the merchant and the man before the mast. To him are our merchants and ship-owners indebted for temperance boarding-houses, and eventually for temperance ships, where no liquor is, by mutual agreement, permitted to be used; and if he had effected no more, he would have conferred a great and enduring benefit on society, but the formation of the Home Squadron and Naval School proves that he is a man capable of enlarged and liberal views, and of combining great national objects with plans of enlightened and comprehensive benevolence.

At the breaking out of the war* with our great commercial rival and naval opponent, Mr. Goin was very young, and although he rejoiced in our successes on the ocean, his national pride was wounded by the reproach so justly put forth by Great Britain, that if she had been beaten in single contests, it was not by the superiority of American skill or valor, but by the employment of British deserters and renegados, contending, with the halter round their necks, for an escape from punishment, and fighting under such circumstances with desperation. Knowing as he did, that no sailor can surpass the native born American sailor in activity of body, or muscular strength, or in that determined valor which springs from moral courage, and believing that the protection of the *stripes and stars* would be most safely committed to those who were born under its folds, whose first breath had been drawn in a land of liberty, and whose love of freedom was as it were a portion of their existence, he determined as far as lay in his power to wipe off the national reproach,

* Of 1812.

and, if possible, to digest some plan by which an abundant supply of native-born American seamen could be procured to man our Naval Marine.

The policy of the United States had never been turned to a nursery for seamen. While our commerce penetrated every ocean, and our canvas whitened every sea, nothing was done to create seamen: a class of men extremely slow to form, liable to more casualties than any other, sinking sooner under hardships and privations, and falling victims to pestilence and disease in foreign ports.

It was supposed that high wages would allure a sufficient number of foreign seamen to desert their country and their flag, to sail from the United States, and that certificates of citizenship would give them a national identity, and the flag of the United States would protect them from impressment. A war with Great Britain followed; and although the honour of our flag was gloriously and triumphantly vindicated and the right of search abandoned, yet our pride is alloyed by a feeling of reproach of which we cannot divest the question. "Our country always right—but our country, right or wrong"—should be the maxim of every American citizen, when an appeal to arms becomes inevitable; but to preserve our country always right, and to guard against reproach should, in a time of peace, be the conduct of every patriotic American. Our short-sighted policy, which answered a temporary purpose, has now, however, become inefficient. After drawing from Great Britain, France and every other maritime power, every sailor we could allure, we find that from our increasing foreign commerce, and our extending coasting trade, we can hardly procure men for our merchant service; and when they are wanted for our naval marine, we find, to make a crew for a man-of-war, we have to ship from ten to twelve foreign to one American sailor. We refer, in cor-

roboration of this fact, to the Report of Mr. Reade, as Chairman of the Naval Committee in Congress, where the startling fact is disclosed, that out of 109,000 seamen sailing from the United States, about 9000 were American, or about one in twelve! Here then we have our stock of seamen, say 9000, for the whole commercial and naval marine of the United States, our coasting trade, and the fisheries—the steamboats which are multiplying upon our waters, and the various and diversified descriptions of craft for which seamen are indispensable.

Natural causes are also operating against the formation of American seamen. Our large and uncultivated national domain, the low price at which land can be purchased, the high rates of wages, and the comparative ease with which life can be supported on shore, offer to the industrious and enterprising a certainty of success without exposing themselves to the uncertainties and hardships of a sea-faring life; and without some extraordinary means to procure a supply of seamen, the conclusion is irresistible, that either our commercial or naval marine must be suspended. As it is, in various parts of the Union seamen are so scarce that enormous wages have to be paid, and even in New-York, the Commercial Emporium of the United States, where seamen most do congregate, our packet-ships are frequently detained from want of men.

The only remedy lies in a naval school as a nursery for seamen; and in proportion as it is intelligently and energetically carried out, will our national wants be supplied. There are already something like two thousand boys in our naval schools, and the reports of the various commanders of our national vessels who have them in charge are most encouraging. The Secretary of the Navy has evinced a deep and patriotic interest in the success of the plan, and to his intelligence and grasp of mind in carrying out the details so far as he has been authorized by law,

is the nation indebted for the present promising state of the naval school. A great deal has been done; but that which has been accomplished has only shown the extent to which the plan is susceptible of being carried, and the great advantage which would accrue to the service by having competent persons to visit the various naval *dépôts*, and to see that in each of the States the quota of boys was contributed, which could not only be done without injury, but oftentimes with advantage. In the State of New-York for instance, five thousand boys could be spared for the naval service; and by drawing from all the States in proportion to their population, in a few years we would have an infusion of something like fifty thousand native American seamen, and in process of time the proportion of foreign seamen would be so small as to be unimportant to our national pride or policy. But as the matter at present stands, should we find ourselves again involved in a war with Great Britain, and under the necessity of sending our ships-of-war to sea with eleven hundred foreigners to one hundred Americans, those eleven hundred principally Englishmen or British subjects, we confess, for various reasons, some of which it may not be proper to detail here, we would not, if we were a naval officer, be very desirous of a command.

We will put a case, the reverse of which will apply to our own position. Suppose it to be possible that 1100 American seamen could be shipped on board of a ship of war, belonging to a nation with which we are at war, with only 100 of their own seamen, would the commander dare to engage an American vessel? Would he venture to appear off one of our seaport towns or to bring them where the stripes and stars floated proudly in the breeze, bringing vividly before them all the associations of home and country reminding them of kindred and friends and appealing to all the better feelings of their nature against the par-

ricidal act? And if a Briton would not dare to trust an American sailor under such circumstances, can we dare to trust a British? Captain Marryat, it is true, says that the British sailors are the greatest vagabonds upon earth, and that they will fight for the side which pays them best; and if this be true, (and few had better opportunities of judging,) we must bear in mind that we get the worst and most unprincipled portion of the British seamen, and that the man who can turn traitor to his own country can never be true to any other, and, if a higher temptation were offered, would turn a double traitor, and buy peace, and perhaps competency, by an act of atrocity.

The frequent desertions from the Navy—the spirit of insubordination and revolt, wherever and whenever manifested, are in nineteen cases out of twenty, originated by *foreign* seamen, shipped from the necessity of the case—a necessity stern and imperious, and its only justification—for the support of the national flag, and with it the national honor, should only be entrusted to those who were born under its folds, or at least two-thirds or three-fourths of our seamen should be American.

By the allurements which our commerce has offered to foreign seamen, we have drained England, France, Holland, and all Europe, of every man that could be had, and still we have not enough. Great Britain, awakening to her want of seamen, is adopting our plan of school ships, which will generally be followed by the maritime powers of the Old World, but to this country remains the honor of first introducing the plan, and for that honor she is indebted to Thomas Goin.

All hardy plants are of slow growth, and it is so emphatically of seamen. Bounties do not make sailors. Nothing but active service will produce the thorough-bred Tar. They require as much education, but of a different description, as the merchant, the lawyer or the physician.

Jack must go through College, as well as his betters, and must enter the junior class, and go through all the different grades, before he can be pronounced the thoroughbred and accomplished seaman, and no class of men have a quicker perception of the awkward or the ridiculous on any thing applying to nautical matters. Hence their expressive term of "land-lubber" to any one who exhibits any want of acquaintance with sea-faring matters, and the disdain with which they generally look upon marines.

In military affairs we find the necessity for a thorough education, and hence we wisely support West Point—but in every point of view our Naval School is infinitely more important, and is free from all those popular objections which apply to military establishments. A standing army is generally supposed to be unfavorable to liberty. An extensive marine, on the contrary, is regarded with some as evidence of freedom, and of a high state of commercial prosperity, as necessary for the protection of our coast in time of war; and from the war of Independence down to the present time, the Navy has always ranked high in the affections of the American people, who regard with favor anything tending to add to its strength and respectability—who rejoice in its glory, and would mourn bitterly over its decay, for they look to it as the main arm of national defence—as the source of national glory—as the protection of the national commerce—and as never dangerous to national independence.

In any point of view in which we regard it, the Naval School commends itself to popular favor, to philanthropy, to national glory, and to sound policy. Here we may honorably and advantageously offer bounties and inducements, and train up an abundant supply for the future, and every year we can be infusing a portion of native seamen into the service, and gradually overcoming the present appalling disparity.

But to effect this requires energy and some expenditure of money; an expenditure, however, well applied to the attainment of an object of so much importance to our national honor and independence, so essential to the preservation of our commercial and naval marine. If our commerce is diminished, we must resort to high duties or direct taxation, and our onward march is impeded—if our navy is inefficient, we are defenceless—and it is a fact which can no longer be disguised, that while the demand for seamen is annually increasing with the extending commerce of the United States, the sources of supply for the Navy are annually diminishing.

After the above remarks, and the opinions of the Press which we subjoin, and to which we refer for the purpose of elucidating many points on which we have not touched, we feel justified in saying a few words with respect to Mr. Goin. To him belongs the honor of having originated, and so far, successfully carried through, the Home Squadron and Naval School, and he has strong claims on the Nation's gratitude. To this object he has devoted a great deal of time, and impoverished his private fortune. The letters from members of Congress which are subjoined, will prove his determined zeal and patriotism. For the model of the proposed school-ship he refused \$2,700, offered him by a British agent, as he was determined to present it to his country, without any regard whatever to the intrinsic value of the offering; and on the altar of public good he was satisfied to lay down his time and his money as a free-will offering. But will his country allow him to do so without any remuneration? We do not believe it,—but that it will bind him, if possible, more firmly to her service, by some enduring mark of appreciation.

The necessity for a rigid visitation and superintendence is as apparent in the Naval School as in the Military Academy of West Point, and it should be committed to those who feel a deep

interest in its success. The management and mode of instruction in the different ships and navy yards where apprentices are taken should be as uniform as possible; the discipline as parental as is consistent with good order. Nothing in the way of punishment should be resorted to in the slightest degree degrading to the individual,—and expulsion should be considered, when the subject is evidently reprehensible, as the extremity of disgrace. Every thing, on the contrary, to encourage a high spirit of independence, to stimulate that chivalry which will stop at nothing when his country's call requires him to face danger and death in its most appalling forms, should be inculcated, for where the spirit is broken by corporal punishment, or by degrading menial offices, the moral influence of the School-Ship is lost, and high-spirited boys will become reluctant to enter. The plan of promotion from the Naval School is admirable, and our subordinate officers should be taken entirely from it, and placed in the line of promotion, and private influence in obtaining midshipmen's warrants should be discountenanced. Every thing should be brought to bear upon the Naval School; and where we have an abundant supply of the raw material at home, it is surely impolitic and unwise in us to look for a supply from foreign and inferior sources.

WASHINGTON, 1st Sept. 1835.

Dear Sir—Capt. A. D. Crosby lately delivered to me in your name a miniature School-Ship which had been built under your superintendence, for which I return you my sincere thanks. This elegant model of a ship-of-war I have placed in a conspicuous place in my office, where it has been greatly admired by all gentlemen skilled in ship building who have seen it.

I am, with great respect and esteem,

Your obedient humble servant,

Thos. Goin, Esq.

M. DICKERSON.

NAVY DEPARTMENT, 31st Dec. 1835.

Sir—In answer to your letter of the 11th inst. I have to observe, that I do not perceive that the President in his Message has noticed the subject of a "School Ship for the education of young men for the merchant service," &c.

If our force afloat shall be increased as proposed, our young officers will learn seamanship by actual service.

The plan of a School-Ship should be examined by the Navy Board before it would be advisable to adopt it as a measure of this Department. If the subject is brought before Congress, any information respecting it in this Department will be cheerfully furnished, if required.

I am, with great respect,
Your obedient humble servant,

Thos. Goin, Esq.

M. DICKERSON.

HOUSE OF REPRESENTATIVES, Jan. 21, 1837.

Dear Sir—With great pleasure my attention shall be given to the petition forwarded by you.

With respect I remain

Your obedient servant,

Thos. Goin, Esq.

JOHN M'KEON.

NEW-YORK, 31st July, 1839.

Dear Sir—Agreeable to your request, I take pleasure in stating that the first communication I had on the subject of a Naval school, or Naval Apprentices' School, connected with a Home Squadron for discipline, was received from you, and my impression is that the plan originated with you.

Very respectfully yours,

Thos. Goin, Esq.

C. C. CAMBRELENG.

NEW-YORK, Aug. 6, 1839.

Dear Sir—The first knowledge I had of any proposition for a School Ship, was from a conversation held with you a short time previous to my departure from this city for Washington in the year 1836. In the month of January, 1837, I presented to the House of Representatives a petition from merchants of this city, praying for the establishment of a School Ship at this port. This document was received by me from you; and to you I believe the whole credit of the project is justly due.

With respect I remain

Your obedient servant,

JOHN M'KEON.

NEW-YORK, Aug. 19, 1839.

Dear Sir—In the winter of 1837, at your request, I called up the memorial relative to the "Home Squadron and Naval School" in the Committee of Naval Affairs, and, if I recollect aright, they made a favorable report on the subject. You were the first individual that ever named the subject to me, and it affords me pleasure to bear testimony to your active exertions in behalf of the project above referred to.

Yours very respectfully,

Thos. Goin, Esq.

ELY MOORE.

WHY should we look to foreign hands
In preference to the native born?
Why seek to rob all other lands,
And hear from them the laugh of scorn?
“ ’Tis true ye have beat us on the wave,
But then how basely mann’d your deck—
By renegados and by slaves,
Fighting with halters round their neck.”
And this while native hearts beat high,
In Freedom’s cause to do or die!

Thousands and tens of thousands yearn
To man our noble ships-of-war—
Young lads whom we can take and learn,
Proudly to bear our flag afar.
Who will, like LAWRENCE, meet the grip,
And dying, cast their eyes above;
Who never will give up the ship,
Or strike the standard that they love;
But man to man, and gun to gun,
Will ne’er in valor be outdone.

Then shall we triumph o’er the wave;
Then shall our *deeds* be all our own;
Then may we glory in the brave,
And Freedom mourn each perish’d son;
Then shall the Stars and Stripes wave free
In ev’ry clime, in every sky.
When those who combat on the sea
Strike home for home and liberty—
The free-born children of that soil
Which knows no master but its God.

OPINIONS OF THE PRESS, &c.

[From the *New York Mercantile Advertiser*, February, 1837.]

THOMAS GOIN—MEMORIAL TO CONGRESS, ON THE SUBJECT OF SCHOOL-SHIPS.

Everybody knows Thomas Goin—but few know the extent of his exertions and sacrifices; and that to him we are indebted for the plan of school ships, which he has for years been advocating, and we now think with every prospect of success, since New York, Philadelphia and Boston have taken it in hand; and we expect to find a recommendation, from the proper department, transmitted to Congress at the present session.

Into his business Mr. Goin carries an active and enlightened benevolence. To him are our merchants and our sailors indebted for temperance boarding houses, and eventually for temperance ships, in which no liquor is, by mutual consent, permitted to be used. Some eight or ten years since, Mr. Goin took about one hundred and fifty boys and young men, from ten to twenty years of age, out of the House of Refuge in this city, and sent them to Nantucket and other eastern ports, where they were shipped on whaling voyages. Of these one hundred and fifty boys, it has been satisfactorily ascertained that forty are captains or first officers of different vessels; and one in particular has been mentioned to us as commander of a fine Nantucket ship, just returned with a full cargo; ten of whose crew were Mr. Goin's *protégés*. This is indeed a rich reward for philanthropic exertion, a return which few men are permitted to enjoy—for unfortunately, good intentions and benevolent views too often end in disappointment. Of a mind naturally active, Mr. Goin next conceived the plan of a school-ship, as a nursery for young seamen, and at his own expense had a memorial prepared, to which he obtained a great many signatures of the first

respectability, principally from persons connected with our Insurance offices and ship owners, and had the same presented to Congress, which has been introduced into one house, but has never received that attention to which it is so prominently entitled. A model of the proposed school-ship was presented by him to the Secretary of the Navy, being the model of the *Eckford* corvette, which was bestowed on him by our lamented fellow citizen,* previous to his ill-fated voyage to the East.

In this school-ship Mr. Goin proposes to take five hundred boys and young men, from thirteen up to twenty-two years of age, to be instructed in naval tactics, and brought up in all the strictness of naval discipline. The completion of his plan embraces three ships of this description, carrying 500 boys each, cruising continually along our coast, and coming monthly into port to receive a supply of boys, in lieu of those they have parted with, or lent to vessels on the coast in want of hands.

These three corvettes, with five hundred hardy boys and young men in each, under the instruction of able officers and experienced pilots, would be the best supply vessels we could have on our coast in stormy weather; and the advantage will be at once perceived by our insurance offices and ship owners. There are other points of view, in which it presents an extremely interesting aspect. In the first place, it will have a tendency to clear our cities of wild and idle boys, to whom the charm of the school-ship, and of a thorough seaman's education, will be irresistible. We understand that fifteen hundred smart, active, intelligent boys and young men could be easily procured; and that several hundred have already made application, and would go to sea in our merchant ships, if they would be taken; but our ship-owners naturally prefer thorough-bred foreigners to green, uneducated Americans, and even the ships in our navy are principally man-

*Henry Eckford, the great ship-builder. He died at Constantinople in 1832.

ned by foreigners. Of two ships fitted out at this port, requiring something like eighteen hundred men, not over two hundred were Americans, and those were procured with great difficulty. The reason of this is obvious—while we have had a military school, in which every facility has been given to acquire a thorough knowledge of military tactics, the naval service has been entirely neglected; and if the state of our navy could be ascertained, the result would be astounding and mortifying.

We shall find ourselves entirely dependent on foreign mercenary aid for the defence of our coast, and that too, at a time when thousands of free-born Americans would have been at the post of honor and of danger, if the niggard policy of their Government had not prevented. Thousands now in want and destitution, would spring forward, with warm hearts and able hands, to man our school-ships, until in the course of a few years our Navy would be entirely manned by native Americans. And whether we regard it in a point of morals, as having a tendency to the prevention of crime—for far better is a school-ship than a House of Refuge as by subjecting them for a season to salutary restraint, we make them active and valuable seamen, prepared to carry their country's standard triumphantly through the hottest battle—or as a source of supply, in which we enlist the ardent, the ambitious, and the enterprising from every part and section of the Union, it commends itself in every way to our benevolence, patriotism, and policy; and there would be that general blending of all classes, which would give a high tone to our naval character, and enable us, in case of war, to cope successfully with the greatest maritime nations upon earth. But on all hands it is admitted that our Navy is defective, and requires to be increased and re-organized. New ships may easily be added, but where are the sailors to come from? We cannot obtain them to man what we have already afloat, and the only cure for the evil is in a naval school.

We understand with much pleasure, that, no way discouraged by the delay he has experienced in carrying out his object—nor the time he has lost in three or four journeys to Washington—nor the expense he has already incurred, amounting to something like \$5000, Mr. Goin will endeavor to have his memorial brought forward and acted upon at the present session of Congress; and as it is one with which politics has nothing to do, we hope a bill will pass by acclamation. The expense of a school-ship with five hundred boys, who receive no wages, nothing but their clothing and provisions, we understand, will not exceed that of a revenue cutter. But be this as it may, the expense can be no objection, if the object can be accomplished. We believe the plan contemplates three corvettes of twenty-eight guns each; but of this we cannot speak decidedly, not having seen the memorial, nor can we give all the details. The term of service embraces, we think, three years. An occasional voyage to Europe is contemplated by the ships in rotation at the mild season of the year; but the principal employment is on our own coast. Boys or young men may be drafted for merchant vessels bound on long voyages, before their term of service expires, if they shall be willing, in which case bond is to be given to return them to the school-ship from which they were taken, and the wages allowed are to go, one-half to the boys and the other half to the ship. In the same way boys may be drafted for our men-of-war, if they shall be satisfied to enter, in which case we presume the control of the school-ship over them ceases. There is one thing which we hope has not been lost sight of—the necessity of education, and of moral and religious instruction, for which provision ought to be made, and that the school-ship shall be in fact a miniature of our Navy, in which temperance, discipline, moral conduct and devoted love of country, shall stand pre-eminent; and when our Navy shall be entirely manned by Americans, then will those lines of Drake's be beautifully appropriate:

Flag of the seas! on ocean's wave
Thy stars shall glitter o'er the brave;
When death, careering on the gale,
Sweeps darkly round the bellied sail,
And frightened waves rush wildly back
Before the broadside's reeling rack,
Each dying wanderer of the sea
Still look at once to heaven and thee,
And smile to see thy splendors fly
In triumph o'er his closing eye.

APPRENTICE BOYS FOR THE NAVY.

[*Extract from the Act of Congress providing for the enlistment of Boys for the Naval Service of the United States, approved March 2d, 1837.*]

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall be lawful to enlist boys for the Navy, with the consent of their parents or guardians, not being under thirteen nor over eighteen years of age, to serve until they shall arrive at the age of twenty-one years.

Regulations for the Enlistment and Employment of Boys who may be entered to serve in the Navy until they arrive at the age of twenty-one years.

In the enlistment of Boys to serve until twenty-one years of age, as authorized by the Act of Congress approved on the second day of March, 1837, none are to be entered who shall be under thirteen or over sixteen years of age, and who after careful examination and inquiry, shall not be deemed of sound constitution, good health, and free from all injuries, defects or disease, which would be likely to render them unfit to perform the duties which are expected from them.

No boy is to be entered who shall have been convicted of any criminal or disgraceful offence, or who shall have been sent to any house of correction or refuge, or other place of punishment.

No advances are to be made by the recruiting officer to the boys who may enter, or to their parents or guardians; but such clothing and other articles as may be necessary to their comfort will be furnished upon the order of the commanders of the receiving vessels when they repair on board for duty.

Whenever it can be ascertained that a boy wishing to enter has a parent or guardian whose presence can be obtained, such parent or guardian must sign his

or her name in the proper column of the Shipping Articles, as evidence of his or her assent to the enlistment.

When the parent or guardian cannot be present, and can be referred to, they must sign duplicated certificates of assent, in presence of, and to be certified by, some Justice of the Peace, or other magistrate, according to a form which will be furnished, one of which certificates must be transmitted to the Secretary of the Navy with the Monthly Reports of the recruiting officer, and the other sent to the commander of the recruiting vessel, to be transferred with the account of the boy from one vessel to another, whenever he is transferred himself.

At the time of their enlistment they are to be rated as of the second or third class boys, according to their age, size, and qualifications.

The pay of boys of the third class shall be five dollars a month, and the pay of boys of the second class shall be six dollars a month. First class boys to receive seven dollars.

When they cannot be attached to vessels in commission, they shall serve on board some one of the three large receiving vessels.

They are to be supplied, under the immediate direction of the commander of the vessel, with such articles of clothing and other necessities as may contribute to their health and comfort; but after the first supply, the amount which may be due to them is on no account to be exceeded; on the contrary, it is desirable that they should have as large an amount due to them as possible at the expiration of their service.

They are not to be allowed to draw the spirit part of their ration, nor to receive tobacco, but on the contrary they are to be encouraged, and required, if possible, to abstain from the use of both.

Whenever their rate of pay will allow it, they may allot to a parent such amount as shall not reduce the amount left for their own use below six dollars a month, nor more than one-half their pay when the half shall exceed \$6 a month.

They shall receive no part of their pay for their personal use until their discharge excepting for clothing and necessities as hereinbefore provided, and occasional small advances in money, under direction of their commander, for the purchase of articles conducive to health, and for small expenses when permitted to go on shore for liberty; care must be observed, however, that this indulgence is not abused.

Every commander of a vessel in which any of these boys may serve, shall cause them to be well instructed in reading, writing, and arithmetic, and to be employed on all such duties which they may be competent to perform, as may give them a thorough knowledge of seamanship, and best qualify them to perform the duties of seamen and petty officers.

They are never to be required or permitted to attend as waiters or servants to the officers whenever there are other persons present who can properly perform those services.

As an inducement for exertion and a reward for good conduct, all persons enlisted under this provision shall be eligible to promotion in the same manner as other persons of the ship's company, as vacancies may occur, and their qualification and conduct may merit; but all such promotions of boys shall be gradual and regular from third to second, and from second to first class boys, landsmen, ordinary seamen, seamen and petty officers; and on the other hand, they shall also be subject to a reduction of rating, like all other persons, for neglect or misconduct.

If they shall serve the full term of their enlistment in a manner satisfactory to their respective commanders, they shall, upon their discharge, receive a certificate stating the length of such service and time served in each rating, and the opinion which is then entertained of their conduct, qualifications and merits.

Should they subsequently wish to re-enter the service, and produce to the recruiting officer a certificate of good conduct while serving their first enlistment, such officer shall, if men are required, and there shall be no objection on the score of health or other disqualification, give a preference to them over persons who have not previously served in the Navy.

Should any of them give decided evidences of the talents and conduct which might, by proper attention and cultivation, make them valuable Boatswains, Gunners, or Masters for the Navy, they are to be specially reported to the Secretary of the Navy, and the commander of the vessel shall give all proper facilities to advance their instruction.

At the expiration of their service, or at their regular discharge, they shall receive the amount which may then be due them.

These regulations to be subject at all times to such alterations and modifications as the Secretary of the Navy for the time being may deem necessary or expedient; and it is to be understood that they form no part of the agreement between the United States and the other parties, all of which are contained in the Shipping Articles.

By order of the President:

JAMES K. PAULDING, *Secretary of the Navy.*

The Regulations adopted by the Navy Department in virtue of the Act of Congress of 2d March, 1837, require that boys presenting themselves for enlistment shall be of sound constitution, good health, free from all injuries, defects or

disease, which would be likely to render them unfit to perform the duties expected from them.

None will be received who have been convicted of any criminal or disgraceful offence, or from any house of correction or punishment.

They will be well and comfortably clothed.

The pay of the boys will be, for the third class five dollars per month; second class six dollars; first class seven dollars per month.

They are not allowed the spirit part of the ration, nor to receive tobacco, but on the contrary they are to be encouraged, and required, if possible, to abstain from the use of both.

They may allot a part of their pay to a parent when their rate will allow, and when permitted to go on shore may receive small advances in money, at the discretion of their commander.

They are to be well instructed in reading, writing, and arithmetic, and in a thorough knowledge of seamanship, to qualify them to perform the duties of seamen and petty officers.

They are never to be permitted or required to attend as waiters or servants to the officers whenever there are other persons present who can properly perform those services.

They shall be eligible to promotion for good conduct, like any other of the ship's company, as vacancies occur among the petty officers.

On re-entering the service, a preference will be given them over others who have not previously served in the Navy, always provided they preserve a good character.

Those among them giving decided evidence of talent and good conduct shall be prepared for Boatswains, Gunners, or Masters for the Navy, and receive every facility to receive instruction accordingly, and are to be specially reported to the Secretary of the Navy.

Application to be made at the Navy Rendezvous.

By order of the Secretary of the Navy:

JOHN R. LIVINGSTON, JR., *Navy Agent*.

Navy Agent's Office, New York, October 22d, 1839.

HOME SQUADRON AND NAVAL SCHOOL.

The action which has been had on the Law of Congress obtained by the irrepressible spirit and indefatigable exertion, and at the great personal expense of Thomas Goin, to say nothing of the loss of time in urging it year after year upon the public attention, demonstrates the great value of his plan of Naval Education, and the great strength it is destined to afford to that arm of national defence. As far as our recollection serves us, his plan embraced at first 3 corvettes with 500 boys each, to be brought up in all the strictness of naval discipline; but if it was found to work well, to be extended; and we are happy to find that the national government has taken it up in earnest; and that the keels of three steam frigates are laid—one at Boston, one at Baltimore, and one at New York, where in addition to naval tactics, the boys will be taught engineering, receive a liberal education, fitting them for any situation in the merchant and naval service; and when we bear in mind that Nelson's origin was that of a cabin boy, we indulge in no idle speculation, when we say that this school is destined to produce many officers who will hereafter carry their country's flag in triumph through the hottest battle, and give additional glory to the stars and stripes. At present, we have the *Hudson* frigate as a receiving school ship at the Navy Yard in Brooklyn, with some 200 or 300 boys generally aboard; the captain of which takes great interest in his school ship, where boys are taken for the naval service and distributed among the different men-of-war; and a letter from the *Ohio*, at Port Mahon, of 30th March last, speaks most highly of the boys:

"The pupil apprentices, fifty-four in number, are said to be well behaved intelligent lads, who give every promise of becoming good seamen, perhaps officers." The writer adds,

"They are under the exclusive charge of Lieutenant Ganse-

voort, who takes great interest in them, as indeed do all the officers in the ship. The boys are divided into two watches, one attending school while the other is employed in the ordinary duties of the ship. They thus attend school every other day. Their schoolmaster, who by the way is very capable, having been a public teacher in the United States, reports favorably of their attention and improvement. They will, I think, obtain as good an education as boys generally get at our public schools. They are taught reading, writing, arithmetic, navigation and composition. Some specimens of the latter, which have been shown to me, written by the elder boys, were really very creditable to the writers. They are allowed to go on shore on liberty, as a reward for good conduct, and thus far but one or two have required any punishment. They have the free use of the ship's library, and most of them are very devoted readers."

It is reported that the Secretary of the Navy has ordered the *North Carolina* 74, now just arrived at New York, to be anchored at Buttermilk Channel as a permanent school ship, to receive a supply of 2000 boys; and if this report be true, as we sincerely hope it is, we rejoice that Mr. Paulding has indeed turned his attention in earnest to the subject. Captain Gedney has 24 boys on board the U. S. brig *Washington*, all smart, clever, intelligent lads, whom he is bringing up as active seamen, surveyors and coast pilots; and Commodore Ridgely of the Navy Yard at Brooklyn, says the service wants 10,000 of these boys. All these gallant officers take great interest in the proposed plan, as they begin to realize the vast advantage it offers to the public service, and the greater dependence to be placed on the love of country which actuates the free-born native American, than on the paid-for service of the foreigner, and oftentimes the deserter from his own flag; and in about five years, Mr. Goin's plan, faithfully carried out, will give an infusion of about 10,000 native American seamen into our naval service.

The records of the United States Court will establish a singular fact, that mostly all the mutineers on board our vessels are foreigners, and we have not in our recollection known an instance of a mutiny on board a vessel manned by native American seamen, and the reason is obvious. They realize that the profession they have chosen is their own voluntary choice, profitable and honorable, if they conduct themselves with prudence and discretion; and as they are generally better educated than foreigners, they understand and admit the necessity of proper subordination; and they look forward to becoming in due time masters or mates of vessels, and will very rarely do any thing to compromise their prospect of advancement, or bring disgrace on the fireside at home. Foreigners, on the contrary, are reckless and careless. They have nothing to excite them beyond immediate pay; and at one moment they will crouch beneath the hand, and at the next spring at the throat of their superiors.

It is stated, that out of 38,564 seamen shipped at the port of New York last year, not 2000 were Americans. How has this disgraceful and unsafe result been produced? From the want of encouragement, and the disinclination Americans feel to enter into competition with foreigners, often of the very lowest description.

A writer in the *Army and Navy Chronicle* gives it as the opinion of an intelligent naval officer, "that the scarcity of native American seamen is mainly attributable to a law of Congress, obliging the captains of vessels to give bonds for the safe return or satisfactory account, of any American seaman he takes with him; but no such restriction attaching to foreigners, he ships them in preference to Americans, as he may discharge them in foreign ports if his vessel is unexpectedly detained, and ship others when ready for sea." This officer may be very intelligent, for aught we know, but in the present instance, he is wide of the truth. The law is certainly an injudicious one, and might be re-

pealed with advantage; for although it was evidently intended for the protection of American seamen, yet it is one of those statutory enactments which only embarrass a matter, without obtaining any positive good. It is idle to suppose that this act has any influence in determining the decision of an American for a sea-faring life; and if it had, it would only be an inducement, as evidencing the paternal care of his government over him in a foreign country. And as to an American captain's shipping foreigners in preference to his own countrymen, when they can be had, the idea is too preposterous to be for one moment seriously entertained. We shall next hear some such intelligent officer of the Navy declaring that they ship foreigners on board our men-of-war for their superior subordination. Away with such nonsense. We have all, or very nearly all, the seamen that the niggard policy of our Government permitted to be made, and while we are overrun with foreign seamen, the few Americans in foreign service is a full and triumphant answer. We can tell this intelligent officer of the Navy that, notwithstanding this law of Congress, the few Americans who are in foreign service are there in breach of this embarrassing enactment. They are principally wild and thoughtless young men, who have run away in foreign ports—become indebted to landlords under foreign flags—and the one month's advance which they would receive under their own flag not being sufficient to discharge their indebtedness, with the dread of a foreign gaol before him, the thoughtless and hard-run American is obliged to enlist under a foreign flag, where he receives three months' pay in advance, to satisfy his grasping creditors; and on the return of the original vessel in which he shipped, his non-return is satisfactorily accounted for by proof of his desertion, and the requirement of the law of Congress satisfied. But the real reason why so few native American sailors are shipped is, because they cannot be had.

Take some of our Eastern vessels, for instance, where the captain and crew go on shares, and you find no foreigners there—which satisfactorily proves that sailors can be obtained if adequate inducement be offered; and that foreigners are only shipped from a necessity, alike dangerous and disgraceful.

If we take the Report of Mr. Reade of Massachusetts, as Chairman of the Naval Committee in Congress, on the subject of the Naval School Ship, we learn that out of 109,000 seamen employed in the United States' service, 9,000 were Americans; one out of twelve: and to send a man-of-war to sea to contend for the liberties of our country, with eleven hundred foreigners and one hundred Americans, and to boast of American prowess, partakes somewhat too largely of the absurd. Verily "there is but a step between the sublime and the ridiculous;" which shall we take? Shall we foster and encourage our Naval School, until in a few years our navy will be entirely manned with young, ardent, intelligent, thorough-bred native American seamen; or shall we go on as we have, depending entirely on foreign mercenary aid, these "Brabançons" of the sea, for the support of our future naval reputation.

Apart from national considerations, there are however other points of view in which the subject presents a most interesting aspect. The philanthropist will rejoice in our Naval School, when he sees boys rescued from idleness and destruction, and its concomitants ignorance, vice, and often infamy, placed in a situation in which they may become useful and valuable members of society, perhaps honors to the naval profession and ornaments to their country, winning reputation for themselves, and weaving fresh garlands for the national escutcheon. Numbers of these boys, it is no unfair or ungenerous supposition, might become tenants of a house of refuge, for although possessing naturally a high and generous disposition, evil communication

corrupts good morals, and a youthful mind cannot be in long contact with vice without imbibing its withering influence,—naturally good principles give way before bad example, until at last the injured, ill-nurtured, and ruined boy grows up the bad and desperate man, fit for any species of crime or villainy—or the loitering and lazy mendicant, dangerous and burdensome to society. We are all the children of circumstance and education; and take the most moral and gifted man in the community—deprive him from his childhood of all incitement to good—place him in constant contact with vice—take from him all opportunity of instruction—and few will have the hardihood to deny that he who is now the pride of his friends, the ornament of his profession, and an honor to society, might not have died ignominiously on the gallows.

There is another consideration connected with these Schools, which is, that independent of the boys' receiving a thorough nautical, and a good scholastic education, they are not to be subjected to any menial office, or such as would break down the spirit of independence; but on the contrary, every thing is done to encourage a decent pride and self-respect: and no boy will be received who has been guilty of crime and the subject of punishment and disgrace. They do not take boys from the house of refuge or alms-house, but they prevent them ever going there, and they keep them from contamination. Associated with the officers, looking forward to advancement in their country's service, privileged to receive a preference in the way of promotion—there is everything to encourage them in a high and honorable career; and parents who have boys whose predilections are in favor of a sea-faring life, may place them in the School Ships with far more advantage than they can in the merchant service, under the most favorable circumstances. Of these boys, we understand from twelve to fourteen are already singled out for midshipmen's warrants, under the recommendation of the Sec-

retary of the Navy, and the sanction of the President, after a year or two of probation; and the reports which we hear from these School Ships are most satisfactory and heart-cheering as to the conduct of these naval cadets, for such in fact they are.

We are therefore safe in assuming that the School Ship is one of moral reform, inasmuch as an ounce of prevention is worth a pound of remedy; and that it is to be looked upon as relieving our city authorities and our private citizens from taxes, and contributing to the reformation and support of what might otherwise become a needy or an idle population. And here we must be permitted to pay a deserved tribute to Commodore Ridgely, and Captain Ogden, and Lieutenant Marshall, of the Navy Yard at Brooklyn, for their able and intelligent carrying out of the national design in the institution of these School Ships, an interesting incident in relation to which has just occurred. The U. S. sloop-of-war *St. Louis*, Captain French Forrest, has been rigged entirely by the apprentice boys at the Brooklyn Navy-Yard, under the direction of Captain H. W. Ogden, of the *Hudson* frigate, and the First Lieutenant, J. Harding Marshall. The blocks are strapped, and the rigging set up in seaman-like style, worthy of old tars. If the seed sown already promises so well, what will be the harvest? Like the growth of our country, it outstrips all calculation; and prophecy becomes fact before the doubters are awakened to a sense of its possibility.

The merchants should regard the Home Squadron and Naval School with peculiar interest, not only as a nursery for seamen, but as supply vessels on our Coast in a boisterous or inclement season of the year, as Captain Frazer, in the cutter *Washington*, during the severity of the last winter, by way of testing the advantage of a home squadron, cruised about five thousand miles, from the Capes of the Delaware to Nantucket, relieving the distressed and frost-bitten mariners, by supplying vessels in dis-

tress with men and provisions. And it must be fresh in the recollection of all, that the steam-frigate *Fulton*, Captain Perry, a worthy bearer of the name, last winter saved several vessels from total loss. One in particular, the *Borodino*, with a cargo worth from forty to fifty thousand dollars, embayed among the breakers on Rockaway beach, both masts cut away, two anchors ahead, bay and harbour full of ice, was taken in tow, and both vessel and cargo brought safe into port, without any expense to the insurance companies. The *Fulton* has on board fifteen to twenty apprentices bringing up for engineers, in addition to their instructions as seamen. She is now at anchor at Buttermilk Channel, ready at the first note of danger to put to sea, and to afford assistance to vessels in distress.

When we bear in mind the dreadful shipwrecks that occur on our coast in the severity of winter,—we will instance the ship *Bristol*, and barque *Mexico*, for example,—and that heretofore our Insurance Companies had to send out supply vessels at their own expense, to relieve them, and that, owing to the exertions of one enterprising individual, and at his own expense, an object fraught with so much national and individual advantage, which may be briefly summed up as fostering seamen for our merchant and naval service; as promoting the cause of sound morals; as relieving our cities and citizens from taxations and contributions; as saving to our insurance companies tens of thousands of dollars every winter; it must be conceded to be the accomplishment of an object which the friends of good order, the man of philanthropic feelings, the merchant, and every one connected with trade, either as principal in the risk, or as guaranty for its safety in the shape of an insurer, have a deep, an immediate and an abiding interest. And all this has been accomplished by one man, and yet no national or individual movement has been made in his behalf. The city authorities rest quietly upon the annual

sum which his exertions are destined to save to the public coffers, by relieving them from the support of crime, occasioned by idleness or want of employment; the merchant sleeps the sounder on his pillow when the wind roars and the face of the ocean is whitened by the storm, because he knows the Home Squadron or the steamships are ready to interfere for the preservation of his property; the Presidents and Directors of the insurance companies congratulate themselves on the increased dividends which they will be enabled to make the coming year; the statesman, the patriot, and the lover of his country, rejoice in the certainty that, in a few years, an abundant supply of native American seamen will be provided to man our national vessels hereafter to meet war, if war should come, with hearts proud of their country, and hands nerved and strong in her defence; and yet, none that we have heard of have moved for any compensation, honor, or reward to Thomas Goin, or even an honest remuneration of his expenses out of pocket. While our ambassadors to foreign courts, perhaps on a mere congratulatory, or technical visit, which might be well dispensed with, have their outfits and their infits, their privileges and their perquisites, and never do any thing to promote the honor or to secure the independence of their country, this man, who in ancient times could have had a statue erected to his honor, and in England, wealth and dignity conferred upon him, is left wholly without any mark of national or individual approbation: but he carries with him a proud consciousness, when he treads our streets, when he visits our thoroughfares of business, or when borne on the broad waters of the Hudson he surveys our school-ships, with their barges manned with young and promising native American boys, the future Perrys, Lawrences, and Decaturs of our Navy, that this great saving of property and

positive and prospective amount of good, has been produced by his own unassisted exertions, under all discouragements; and if we were asked to point out, at the moment, the greatest public benefactor of the present day, within our knowledge, we should unhesitatingly name *Thomas Goin*.

A correspondent of the *Navy and Army Chronicle*, under the signature of "*A Greenhorn*," attacks an article in the *Star* on the "Home Squadron and Naval School," with that excess of valor and want of discretion for which the family of the "*Greenhorns*" have always been celebrated. Flies are an intolerable nuisance in summer—"Greenhorns" all the year round, as they are a kind of fungus excrescence growing on the rind of intellect, but never penetrating the shell. Now, as we have kept our temper through the fly season, we do not mean to be disturbed by these fungus appearances which look something like an intellectual mushroom, but differ from it essentially, for the one may be cooked and eaten, but with the other there is always "death in the pot"—"*A Greenhorn*" is like a toadstool, you never can make any thing out of him: he is born, lives and dies "*A Greenhorn*." If further proof is wanted of the unhappy writer belonging to the family of Greenhorns beyond his own sign-manual to the article in the *Chronicle*, let the reader consult Walker or Webster, and he will find the definition of Greenhorn very similar to Justice Shallow's directions to his clerk, "write me an ass." Again: "Greenhorn" cannot be a gentleman, for no gentleman would acknowledge himself "*a greenhorn*." He cannot be a scholar, for no scholar would choose such a signature. He cannot be a man of sense, for no sensible man is "*a greenhorn*." He is therefore by his own showing, no gentleman—by his own admission, no scholar—by the character which he assumes, a man

of no learning or intelligence. Why then should we do otherwise than laugh at him? Will the *Navy and Army Chronicle* publish this reply to "*A Greenhorn*," as they published his attack on the *Star*?

[From the New-York *Evening Star*, of August 3, 1839.]

NAVAL SCHOOL.

This subject is deservedly attracting a great deal of attention, and mixed with the various newspaper speculations on the subject, is a great deal of misapprehension, if not error. If the public will have patience sufficient to wait for the development of Mr. Goin's plan, they will find that it embraces active service as well as theoretical instruction, the practice as well as the science of navigation, as stated in our article sometime since. His original plan embraced three Corvettes as a home or cruizing squadron, and years ago he presented as a model that of the *Eckford* corvette, which was given to him by Mr. Eckford, as a mark of friendly high personal esteem and deep interest in the object in which Mr. Goin had for years been absorbed, (the establishment of school ships,) immediately preceding Mr. Eckford's voyage to the East. This model may be seen in the office of the Secretary of the Navy at Washington, and is remarkable for the symmetry of its architecture, beautiful model, and is in itself extremely valuable. But time and money were with Mr. Goin no consideration, when his whole soul was engaged in the accomplishment of his object, for his business placed before him the great advantages which would result to the service from his success—and after expending thousands of dollars and urging his memorial upon the proper departments for several years, he at last had the satisfaction of carrying it triumphantly through. But when it is recollected that the school ships are to be a per-

manent establishment, it will be found that time is necessary to furnish the proper craft, and that steamships and ships of the line will answer very well for particular purposes, but light frigates and corvettes are to be the schools for practical seamanship. In the infancy of the school, in order to give the boys some instruction in nautical science, they are very properly placed on board receiving ships, of ships of the line, under competent teachers of the art of navigation—and in contact with old and thorough-bred sailors; but after having gone through the initiation, Mr. Goin's plan was to send 500 of these boys, well officered, with a sprinkling of old tars, in a light frigate or corvette, on a voyage to the Pacific or Mediterranean in a mild season of the year, and to have them back for supply vessels on our coast in the severity of winter. Thus one corvette might leave the United States in April for the Mediterranean, another for the Pacific, and a third might be employed in short voyages; but as November blasts come on, the young eagles should be found darting homewards, and then, after being well provided with every necessary, they should be employed as coasting or supply vessels until the coming spring, when having distributed among the different vessels in the United States some of the boys who were sufficiently advanced, and received a fresh supply, these corvettes could again leave for foreign climes, only reversing the order of their cruise; the one which went last year to the Mediterranean, goes this spring to the Pacific, and the one which remained at home taking a cruise to the Mediterranean. It does seem, however, to us, that with the beneficial results which are destined to flow from the adoption of Mr. Goin's plan, is mingled the duty of remunerating him for his services and sacrifices; and we shall be happy to hear that some plan has been devised by which this end could be obtained, in a way honourable to the individual and creditable and advantageous to the nation.

[From the *New Era*, of August 7th, 1839.]

THE AMERICAN MARINE.

We think, if our recollection serves us right, that it was after Sheridan's brilliant attack on Warren Hastings, in the British House of Commons, that Burke moved that the House adjourn, as they were too much excited to proceed with that calm deliberation so necessary to attaining the end of justice; and it has been under something of a feeling of this kind that we have allowed ourselves to wait until the excitement of the Naval School had in some degree subsided, before we entered into the discussion. It is fortunately one of great national interest, which can be freely and frankly discussed upon its merits without the smallest political feeling, although it may not be amiss to mention, that from the first moment of its suggestion by Mr. Goin, it received the warm approbation of General Jackson, and his efficient aid in carrying it through, and he always asserted that with Mr. Goin rested the merit of its origination, and to him the nation was indebted for whatever of good should ultimately flow from it. These feelings we know are entertained by Mr. Van Buren, and that the present Secretary of the Navy is a warm friend of the Naval School apprenticeship system.

Few men have had greater opportunity of observation on the deficiency of the American Marine, than Mr. Goin. His business for the last twenty years, as a notary and shipper of seamen, brought the fact constantly before him that our navy was principally manned by foreigners, and of the crews shipped for our vessels of war not one out of ten, on an average, were American seamen. It was idle to search for the cause, unless you ascertained at the same time how you could apply a remedy. Mr. Goin did not stop to canvass conflicting opinions, but his active mind at once suggested a remedy, and his determined and ener-

getic spirit never rested until that remedy was applied. We have long been aware of the fact that he was endeavoring to have the subject of the Naval Apprenticeship System acted upon in Congress. To this our representatives bear ample testimony, and under doubts, fears, misapprehensions, discouragements, and delays, Mr. Goin has persisted, year after year, in urging his project upon Congress, until at last he has carried his object.

Capt. Marryat, in his "Diary," furnishes some useful statistics to show the immense disproportion between the American and British seamen employed in our merchant service.

His experience in nautical affairs perhaps renders him better qualified to animadvert upon this important subject, than to discuss the propriety of American Provincialisms or manners. His opportunities of inquiry during his stay in this country were, according to his own account, all that he could have desired, and the sources whence he derived his information to be relied upon.

The whole number of seamen employed in the foreign trade and whale fishery, whence the Government Navy must derive its additional supplies in time of war, he puts down at *thirty-five thousand three hundred and three*, of whom more than *twenty-four thousand* are British seamen, with a slight intermixture of Danes and Swedes. These he alleges to be the very flower of the English Marine, and deplores the British policy of slow vessels and low wages, which compels her not only to raise seamen for her own navy, but also for ours, and to give us the refusal of her prime and best seamen, because our fast sailing vessels and high rates enable us to outbid her without loss to ourselves. He deduces from this that, in proportion as the commerce and shipping of America shall increase, the demand upon her will become more onerous, and that in case of war, should she fail in producing the number of seamen necessary for both services,

ours will always be full manned, whilst the deficit must fall upon her. A refusal on the part of English sailors to fight against their own fathers and brothers, he does not deem within the range of probability, of whom he says "*there is no character so devoid of principle as a British sailor and soldier.*" Many instances, however, occurred during the last war disproving this. The Captain himself is a British sailor! But if we are to take this character of British seamen as given by the hand of a master, what dependence is to be placed upon the hired service of unprincipled mercenaries, who will fight for or against their own country, according to the amount of pay they are to receive?

From the Report of Mr. Reade, of Massachusetts, as Chairman of the Naval Committee of Congress, it appears that at the time his report was written, of *one hundred and nine thousand* seamen employed in our National service, only *nine thousand* were Americans. By these data it would indeed appear that both the national and merchant service are deplorably deficient of that reliable strength which has become absolutely necessary for defence and attack in the modern system of warfare. If the character which Captain M. has given of the English sailor be deserved, every future contest between the two countries must be decided in favor of the highest bidder, unless we take effectual measures to furnish our vessels of war with an adequate supply of American seamen: men whose hearts will throb at the name of country, who will strike home for freedom, and who will shed the last drop of their blood to sustain their star-spangled banner victorious over its foes.

We find then, the reports of the American Congress, and the statements of foreigners, all converging to one point, the great disparity of American seamen in our service; and we feel our hearts warm and our bosoms throb, when we look to the home squadron and the Naval School, as destined to wipe away that

reproach hereafter, and render the United States dependent on the valor of her own seamen, for the support of her naval reputation. Nor, as it has been well observed by some of our contemporaries, is the Naval School only to be regarded in a national point of view—it commends itself to our philanthropy and to our interests as well as our national pride and love of country—to the merchant and all interested in trade, whether as principals or insurers, and to all who feel an interest in the promotion of the cause of education, and the prevention of pauperism and crime. To the patriot and statesman, our Naval School system is one of great hope and prospective good. Its projector and successfully persevering advocate is entitled to the warm and enduring gratitude of the people, as a national benefactor.

[From the *New-York Sunday Morning News*.]

THOMAS GOIN.

It is with unfeigned pleasure that we refer to this individual, so well known to our fellow citizens for the last twenty years as one of our most active, intelligent and enterprising notaries, the senior of the house of Goin, Poole & Pentz, and now so favorably and so prominently placed before the public as the originator and founder of the National Naval School—an institution destined to give efficiency to our navy, and to hand down his name with credit to posterity. In this school, if we understand the subject right, boys are taken as naval apprentices, and brought up in the strictness of naval discipline, a good education given them, and the excitement of an honest and honourable ambition applied to them to signalize themselves in their country's service. In our country we know of no fictitious distinctions, and the son of a farmer or a cartman, entered as a naval apprentice or cadet, will have the same opportunity for future distinction as the son of the President of the United States. Many boys who

would otherwise grow up in idleness, or worse than idleness, in vice, simply for want of encouragement and proper direction, by entering the naval school will have an opportunity of the fairest and most animating description for a profitable and honourable future career; and for ourselves, we rejoice at every opportunity afforded to the young and destitute for escaping from the seductions of vice by which they are as it were hedged round and surrounded in a crowded city, their principles sapped by contamination, and their active minds given up to the pursuits of error, mainly because the avenues to a virtuous, respectable, and useful life are closed against them. We agree fully with our contemporaries, that this school is destined to exert a great moral bearing on the rising generation. Ten thousand boys or young men may annually be taken from our population, as naval apprentices, and be made good and useful citizens—placed in a situation where they may run a career of honour with a naval chivalry of other nations,—and those who are left behind be benefitted by the abstraction, until in the course of a few years our navy will be principally manned by ardent and well-instructed Americans, who, in the language of Lawrence, will “never give up the ship”; and until this is done, we can never say with Perry, “We have met the enemy and they are ours”; for the reproach will always be thrown in our teeth, “You have beaten us, it is true—but you have beaten us with our own men; it has not been a national trial of man for man, and gun for gun, but of treachery and desertion.” We will put a case which we think will come home. Our ships of war go to sea, we will say, with 900 foreigners to 100 Americans aboard. Do you think that the captain of a British man-of-war (supposing such a thing possible, which it is not,) would contend against an American man-of-war if his crew were nine to one Americans? Would he not be afraid, that as soon as the stripes and stars

waved before them, the flag of old England would be lowered, and the ship which he commanded would be surrendered without the firing of a gun? Would he dare to appear off any of our seaports, lest his crew would take the matter into their own hands, and while he found himself a prisoner of war, would laugh at his folly in supposing that they would ever lend themselves to national dishonour?

We know it has become fashionable in some quarters to abuse seamen; and Captain Marryat has the unenviable credit of having denounced British seamen (his countrymen and fellow ship-mates) as unprincipled vagabonds: but the reproach is not deserved. There is at the bottom of the seaman's heart a deep and unwavering patriotic feeling, which the sight of the national flag will call into action, however reckless may be his general character. The opponents, therefore, of our naval school, if such there be, are on the horns of a dilemma. If they are good seamen, and honest men, they will not fight against their country. If they are not such, they are precisely the men we do not want; and the most conclusive part of the argument in favor of the naval school is, the feasibility and ease with which it may be carried out to any extent.

To our insurance companies the naval school should be an object of great interest, as supply vessels on our coast in the severity of winter, saving them thousands and tens of thousands of dollars annually: and all this has been accomplished by the patriotic zeal and activity of one enterprising individual, who has devoted years to urging it upon the General Government, and has attended Congress session after session, at an expense of several thousand dollars of his private funds, until at last the object of his thoughts by day and dreams by night, has received the national sanction, and become a permanent establishment. It is also most gratifying to see that the Secretary of the Navy

takes a deep interest in the naval school, and that his strong and well directed mind has realized the great aid which Mr. Goin's plan of naval education is destined to give to that arm of the national defence. Standing armies are objectionable in many points of view; but, commercial as is the spirit of our people—extended as our trade is to every portion of the globe, calling at the most distant parts for the protection of our national flag—exposed as is our coast—we cannot have too many of our wooden walls, and they cannot be too thoroughly manned by those who were born under the national standard, and to whom we may commit it with the perfect confidence that it will never be furled in dishonor.

NAVAL APPRENTICE BOYS.

These little fellows have had a chance of serving their country in a naval feat of some importance. Almost all the crew of Captain Gedney's surveying brig the *Washington*, that captured the piratical schooner, are *boys*.—[*New-York Star*.]

[From the *Baltimore American*.]

WEST POINT ACADEMY.

The Army and Navy Chronicle of the 4th inst. contains the Report of the Visitors of the Military Academy at West Point. The document is drawn up with care, and evinces an elaborate discharge of the duties assigned to the members of the Board. After setting forth in a general way the propriety on the part of the Government of having an institution at which persons intended for the military service of the country shall be fitted for the performance of their important duties, the Report goes on to suggest such alterations and additions as seem advisable.

With reference to the principles upon which candidates are admitted, the Board express themselves in terms of approba-

tion, and at the same time state that so far as they are informed, no complaints have arisen on the score of classification of Cadets. The regulations established in regard to the time of residence at the Academy and subsequent service during four years in the Army, also received the commendation of the Visitors as calculated to ensure a thorough education, and at the same time deter persons who do not intend to pursue a military career throughout life from availing themselves of the facilities of the establishment.

Without deeming it necessary to notice each branch of study particularly, the Visitors express warmly their approbation of that feature of the Academy which requires a register of the conduct of the pupils to be kept, an abstract of which is forwarded to Washington at the end of each month, and is thence sent to the parents and guardians of the Cadets. In examining into the police and discipline of the institution, the Board have formed the opinion that they are salutary in their character, and properly enforced. Increased attention to the study of Geology and Mineralogy is strongly recommended. The library of the institution is said to be excellent and extensive, including upwards of ten thousand volumes.

The Board speak in terms of the warmest approval of the views of the commanding officer, Major Delafield, and the manner in which he has administered his important trust. It is but justice to give the opinion of the Visitors in the language of the Report, which says:

"The multifarious, responsible, and highly important duties of the superintendent of the Academy require a superior order of qualifications in the individual selected for this distinguished station. The comprehensive views, the rigid and unbending impartiality, blended with a due share of paternal solicitude, all which are indispensable to the full and adequate discharge of his

elevated trust, are, in our judgment, conspicuous in the character and conduct of the present commandant of the post."

It may not be out of place here to remark, that whatever advantages—and it will be admitted by all that they are very great—may accrue from the institution above mentioned, they are in no way superior to those which may be expected from the establishment of Naval Schools.

If it be proper to fit men for military command at home, it is certainly not less so to prepare for the naval profession those who are to represent our country in distant climes. On the contrary, the obligation to educate our seamen appears to us the more binding, inasmuch as in the pursuit of their profession they must of necessity be deprived of the opportunity of self-improvement in after-life.

To them it is all important to acquire knowledge early, because the nature of their employment is such as to separate them from the society of their fellow men, and throw them upon their own resources. It must not be supposed that we would in the slightest degree detract from the claims of the Military Academy, which has always possessed our best wishes for its prosperity, and must continue to enjoy them so long as it is conducted as it has been, but we should be gratified to see the two great arms of defence equally cherished and sustained by the nation.

[From the New-York *Transcript*.]

NAVAL APPRENTICES.

This system is attracting very general attention from the Press, and we are pleased and gratified to learn that the Secretary of the Navy is so well convinced of its benefits and usefulness, that, in addition to the *North Carolina* line-of-battle-ship,

moored in our harbor, as the school ship here, he has ordered the *Columbus* to Boston for the same use.

Something of the kind has long been wanted, and the almost universal commendation bestowed on the present system evinces that it is the plan which was needed. It not only is the means of furnishing our navy with excellent and capable seamen, but it takes very many boys from a course of idleness and crime, and places them in a situation of interest and respectability. There are thousands of boys in this city alone who spend their days and nights around the wharves in petty thieving, or become the hangers-on of some favorite engine, and who, after generally a brief career in this initiatory step, become the occupants of the House of Refuge, or a prison.

They receive a good plain English education, and are instructed in the theory and practice of seamanship. Being early brought together, and looking to the United States' service, not as is generally the case, as a *dernier ressort*, but as the avenue to usefulness and station, they have an *esprit de corps*, which has been a desideratum much desired in the service.

The number of boys is constantly increasing, and is now about five hundred*—it should be five thousand; and if the facts were widely disseminated we have no doubt it would be so increased. In addition to the education, the boys receive good sailors' clothing and food, and the same medical attendance as is furnished to officers and men.

We know of no institution originating during the last ten years, replete as the time has been with schemes and theories tending to disseminate good and check the prevalence of vice and evil, better calculated to unite practical good with theoretical philosophy, than the Apprentice System. Its author and active

*Now about 2000.

supporter, we are informed, is Mr. THOMAS GOIN, of this city, a Notary and Shipping Broker.

[From the New York *Herald*.]

THE NAVAL SCHOOL.

The most interesting part of the celebration on Wednesday was the procession of the naval students from Brooklyn. This valuable institution has been but a few months established, and already contains one hundred boys, who are instructed in every branch of science and seamanship, under the tuition of competent teachers. It was urged upon the attention of Congress several years ago, by our enterprising fellow citizen, Mr. Thomas Goin, and passed through the United States Senate, but was laid on the table in the other House, in consequence of the "panic" of 1832, which seemed to suspend every thing like enterprise in the country. The school, however, has at length received the sanction of Congress, and is now in the full tide of successful experiment.

Unlike the candidates for admission to that rank, aristocratic, and anti-republican military seminary at West Point, the applicants to this institution are received without reference to rank in society, or the influence of politician. The son of every American citizen is eligible at the naval school, and the pretensions of the humblest individual in the community, provided he comes with a character of integrity and industry, are recognized and encouraged.

These lads, the youngest of whom are not over the age of thirteen, joined in the procession commemorative of this country's freedom, and were universally admired, both for their appearance and their general good conduct during the day. They were accompanied by their teacher, Geo. T. Page, and Lieutenant Woodhull, U. S. N. They were, by special invitation of the

Mayor, present at the review, upon the balcony of the City Hall, and, at a signal from the flag beam they simultaneously sprung upon the top of the balustrades, and waving the star-spangled banner, gave nine hearty cheers, in real man-of-war style, with the alacity of foretopmen. The enthusiasm of the young tars elicited a shout from the surrounding multitude, which was gallantly returned by the round jackets. Success to the young heroes—the future commodores and commanders of our gallant navy.

SCARCITY OF SEAMEN.

The *Boston Mercantile* says: “The scarcity of seamen in the naval service is getting to be an evil of magnitude. The *Constitution* is still detained at New-York for want of fifty able seamen, and the *Concord* has been lying at the Charleston navy yard for months, fitted for sea, and detained, doubtless, merely in consequence of the impossibility of procuring a crew. Other sloops-of-war, in other ports, are detained for the same reason.”

For years past great difficulty has been experienced in supplying our vessels of war with seamen, in consequence of the better wages offered in the merchant service. The British Government have experienced yet greater difficulties, from the wages in their merchant service being on an average somewhat lower than in ours, and the pay in their marine so small that, according to the statement of Capt. Marryat and others, British seamen, allured by the great advantages offered in our country, constitute the bulk of the crews of our vessels, both of the merchant and naval service. Great Britain, however, will have every year less and less to apprehend from this drain than we ourselves shall have,

from the difficulties of procuring seamen for our Navy increasing with the rapid increase thereof, and the more extended and prosperous condition of our commerce. Now, it is obvious that some means must be devised to supply this deficiency, and that we cannot look to any relief from a prospect of an increase of pay, as that must, in the course of time, from the augmentation of our marine, necessarily undergo a corresponding reduction. Common sense and the necessity of the case have pointed out a mode of supplying this desideratum. The subject has been for some time discussed in the public prints, and attracted the attention of Congress; and public opinion has settled down into the recommendation of the employment of *boys* in the Navy, to be brought up therein as in a school. It is proposed that the Government guarantee to them such an education as will render them adapted both for the ordinary duties of seamen and of petty officers, with the prospect of rising by their merit from this *naval seminary*, which our vessels will possess within themselves, to the highest command and rank in their profession. The experiment, in fact, has been already commenced, under an act of Congress recently passed; and we have, we believe, in all our receiving ships a large number. In that of the navy yard of this port there are, we believe, some two hundred boys, who are many of them of respectable families, and all of whom have passed through a certain preliminary examination as to their fitness and qualifications, intellectually and morally, to be admitted to the privilege of being in this service, now already beginning to be esteemed as one of the most eligible to which parents can send their children. Congress should immediately enlarge the provisions of the law, so as to embrace a number of from *ten to fifteen thousand pupils*, thus to have the resources of a supply of seamen abundant and at hand. We have had occasion several times to witness the advantages of this system, even

in its present state of infancy. The boys are brought up in the rudiments of an excellent naval education, and kept in admirable discipline, costumed in neat sailor dress, and daily drilled on ship-board, at the boats, rigging, &c., so as to become intimately conversant, from their boyhood, with all the practical duties of their profession, while they are acquiring an excellent education in all the most useful branches of knowledge, and of the sciences immediately connected with the life they are to follow. These schools, in fact, are *manual labor colleges afloat in the Navy*, and we know, from conversing with many naval officers, that their introduction is deemed one of the most important reforms ever attempted for the preservation of that right arm of our defence, which must ever constitute the glory of a commercial people.

While on this subject, so vitally connected with the existence of our Republic, we notice in the paper already cited the following remarks:

“According to the present rules of the service, no sugar, coffee or tea, usually denominated by seamen ‘small stores,’ are allowed by the Government. These little comforts are considered not merely luxuries, but *necessaries*, by almost every seaman, and are purchased of the Purser out of their hard-earned wages.”

This is peculiarly hard, and we cannot discover the motive of this abolition of an excellent usage, except in the evidently unfriendly feelings which have existed on the part of the present Administration towards this branch of our service. It is, or certainly has been, very obviously the intention of the policy of our present rulers to retard if possible, the growth of a service which, by the high principles that must govern those employed in it, and by its being placed, as it were, beyond the reach of party control, must in a measure be a dead weight upon the

hands of those who would desire to convert it into a political machine. But we will not at present discourse on this topic, feeling assured that the country, without reference to party feeling, will take good care that the Navy, the most cherished jewel in our possession, shall never be tarnished in its lustre, nor want protectors.*

[From the New York *Herald*.]

Among the most interesting spectacles will be the procession of the boys attached to the Government Naval School. This is a new institution, a sort of naval West Point, for the education of sailors. The plan has been for a long time urged upon government by Mr. Thomas Goin, of this city, to whose unremitting exertions the community is chiefly indebted for its present establishment. The boys will leave the United States frigate *Hudson*, at the Navy Yard, at 9, and land at Castle Garden at 10 o'clock A. M., from whence they will proceed to the City Hall, and be present at the review. The lads, about 90 in number, are from 13 to 16 years of age, and will be dressed in Navy uniform.

[From the New York *American*.]

Decidedly the most interesting object we witnessed yesterday, was a procession of one hundred boys belonging to the United States Naval School at Brooklyn. They marched in double files through the streets, in charge of a Midshipman, to the Mayor's Office at the City Hall. The young Jack Tars were uniformly dressed in blue jackets, white trowsers, and blue and white shirt collars turned over the neck, and neat tarpaulin hats. They were sprightly and pretty boys without a single exception, and will, we doubt not, make glorious American seamen—we dare

* The omission to preserve the name of the paper from which this article was taken, was unintentional.

say officers, for this is the very material from which our Naval Officers should be taken. We understand that most of these lads belong to some of our most respectable families; but we sincerely hope the Apprentice System in the Navy will be encouraged and extended as it deserves, and the Navy hereafter be principally manned by men brought up to seamanship *from the start*.

[From the New York *Herald*.]

THE SHAM FIGHT, AND THE NAVAL SCHOOL.

There is to be a sham fight on Thursday, and the Commodore of the Navy Yard and the officers, and the Mayor and Corporation and other dignitaries, are to be there. Very good! Now then, what else? Why this: "*Utile et dulci*," is our motto. Let good spring out of pleasure. And no move could be made so beneficial, as to invite the "seamen boys" of the New-York Naval School to witness the manœuvres of the French seamen. This is a suggestion of our friend Tom Goin, the founder of the school. This suggestion, we think, demands the respectful attention of the French commander, the Mayor, and the powers that be. We expect to see the boys at the sham fight; and shall think that the spectacle will be incomplete unless the boys are present.

THE HOME SQUADRON! WHERE IS IT?—THE AMERICAN BOYS' NAVAL SCHOOL! HOW DOES IT PROGRESS?

These are very simple but very important queries. It is now three years back since we first called public attention to this subject; it is more than ten years back since Mr. Goin of this city first called the attention of the government to it. But up to this hour very little has been done by the government towards perfecting a system, the most important in its results, that ever was broached in this country.

What has given the United States its prominent position upon the page of history but her unrivalled enterprise in foreign commerce? To her merchants—her merchant service—the seamen in that service—and by means of that service, her extensive and unrivalled commercial transactions with foreign nations, the United States of America owes her present power and eminence. But unless more attention is paid by the government to the Naval School system already established in this Navy Yard, we must fall behind all other nations instead of preceding them.

If ever a home squadron was wanted on our coast, it is now. Our harbors and bays are now filled with ice—ships, brigs and schooners in abundance are now off our coast, unable to enter their destined haven from the severity of the weather, their seamen worn out by fatigue, in sight of their homes, and anxious to embrace their wives, to bless their children, are destined perhaps to a doom similar to the seamen of the *Bristol* and the *Mexico*, because we have no home squadron.

And why is this? The Home Squadron Bill passed both Houses last winter, and yet it is not acted upon. The never-to-be-forgotten Henry Eckford presented Mr. Thomas Goin with a model of that beautiful corvette, the *United States*, before he went to the Mediterranean; this model Mr. Goin presented to the

Secretary of the Navy, and it can now be seen at Washington, over Mr. Paulding's private desk. For this model, \$40,000 was offered;* it was intended by Mr. Goin as a model for corvettes for the Home Squadron, to be manned solely by seamen trained in our Naval Schools. From these corvettes, all vessels arriving on our coast in the winter might be supplied, and many valuable lives and much property might be saved. These vessels, manned solely by our own tars, might be used also for despatch vessels, and many other purposes.

Under these circumstances, therefore, we ask, can there be a more important subject brought before Congress? Decidedly not! It is a fact, that out of 38,564 seamen shipped out of this port last year, *not two thousand were Americans*. Is not this fact disgraceful? In the New York rendezvous 940 seamen were shipped for the United States' service; of these 162 only were Americans. Out of 800 seamen on board the *Ohio*, not 100 were native Americans! These facts are startling but true. And the *Delaware* 74 put to sea with a less proportion of native seamen than the *Ohio*. And yet, by the laws of the United States, no government vessel can go to sea with less than two-thirds of her crew native seamen.

Here then is a glorious subject for the true patriot—the philanthropist—the lover of his country, to display his abilities. Who will bring the subject before Congress and see that it is fully acted upon? A citizen of New York—one of her best and noblest—Henry Eckford†—began the movement—his mantle

*This \$40,000 was offered to Mr. Eckford, and refused. He presented it to Mr. Goin as a model for his naval school ships, and Goin refused \$2700 from an English Agent, as he was determined to present it to his country as a model for his school ships, and it is now to be seen in the office of the Secretary of the Navy at Washington, and is universally admired for the beauty and symmetry of its architecture.

† This is an error—Mr. Eckford did not begin the movement, but very patriotically and liberally he presented to Mr. Goin the model of his beautiful corvette, as one on which the school ships should be built.

descended on his friend Mr. Goin; this gentleman has spent many months of time and some thousands of dollars to bring the naval school to perfection; he has succeeded partly, but much remains to be done.

We want American seamen! we want thousands of them. With the tremendous disproportion of foreigners that we have named, still there is a deficiency of able seamen in our ports: putting French, English, Dutch, Swedish, Danish, Portuguese and Spanish together, still we have not seamen enough to man our merchant vessels. And this evil, and this alone, caused the late disastrous war; and in the event of another war, would be attended with still more disastrous results. How is it to be remedied? Easily. By establishing naval schools in all our principal sea-ports; have receiving ships for the boys, like the *Hudson* frigate in our Navy Yard—let them be taught the rudiments of all that is necessary to make sailors of them—then provide school ships, corvettes, and a home squadron, to perfect the boys thus trained; and in five years *every American man-of-war and merchantman might be manned wholly with American seamen*. This would be a desirable state of things, and its beneficial results would be incalculable. Five years would effect this, and yet for ten years past Mr. Goin has annually been at Washington, endeavoring to get his plan put in full operation, without the desired effect. Who is there to come forward and see it carried to perfection? It concerns not alone one branch of the country—it concerns all classes;—the President—the cabinet—members of Congress—agriculturists—manufacturers—merchants—insurance companies in particular—and the parents of all hearty boys.

Something has been done—a nucleus has been formed. A naval school is now in operation on a small scale on board the *Hudson*, in our Navy Yard. About 120 boys are there, under

the supervision of the excellent Captain, and Lieut. Mitchell. So far as government has delegated the power to them, they have carried out the plan; they have taught the boys to reef, splice, strap blocks, &c., almost equal to old seamen. In short, the Boys' Naval School on board the *Hudson* is a little world of wonders, and ought to be visited by every member of Congress, legislator, and lover of his country. It has but to be seen to be admired.

We have done for to-day, but we have not left the subject. Hundreds of boys are strolling idly through our streets—hundreds more are begging and stealing—we continually see cases of magistrates committing boys to the House of Refuge and to prison. Out upon such mock morality and reformation! Let every citizen lend all his energies to train American boys for the American Navy—let them, like us, determine never to let the subject rest till they see every Navy Yard in the country supplied with 2000 or 3000 active hearty boys, to man our ships; and then, not till then, can we point proudly to the Star-Spangled Banner, and as proudly exclaim:—

Flag of our country! in thy folds
Are wrapped the treasures of the heart;
Where'er thy waving sheet is fanned
By breezes of the sea or land,
It bids the life-blood start.

THE NAVAL SCHOOL.

We do not claim the merit of the invention of the plan; far from it, for that belongs to Mr. Thomas Goin, of this city; who single handed, unaided, unassisted, at his own expense, fought his way through innumerable difficulties, until he obtained the passage of a law by Congress to establish a Home Squadron and

a Naval School in every Navy Yard in the United States. After this but little was done, till we roused the dormant energies of the government by a series of articles on the subject, and since then we have the gratification of finding that there is a Naval School, for boys, in successful operation in the principal ports of this country. Already about 2,000 boys are receiving an education sufficient to make them competent seamen in three or four years, and in less than two years we hope to find at least 20,000 boys similarly situated. We shall never leave this subject until we see the honors and tribute paid to the founder, where it is due, and our Navy manned solely by American seamen.

[From the New York *American*.]

NAVAL APPRENTICES.

It is now a little more than two years since the law authorizing the enlistment of apprentices in the naval service was passed, since which about five hundred have been enlisted, and placed on board the three large receiving ships, at Norfolk, New York, and Boston. Two hundred and ninety of these have been received on board the *Hudson* at New York, and instructed in all the branches of a plain English education, and all that relates to a seaman's profession. Two hundred and four of them have been transferred to different seagoing vessels, and from the favourable reports received from several of the commanders under whom they are serving, there is every reason to be satisfied with the experiment thus far; and now that a more regular and general system is to be instituted for the government of all the receiving ships, growing out of the course pursued on board the *Hudson*, it is to be hoped that much greater advantages may be realized.

Since the arrival of the *North Carolina*, a ship of the line, she has been converted into the receiving ship on this station, and

placed under the command of Captain John Gallagher, an intelligent officer and seaman, who it is believed feels great interest in the apprentice system as indeed every intelligent officer must, and will do all in his power to carry out the object of the law, on the plans of his predecessor, which have met with the approbation of the Navy Department. The course of instruction and management of the boys, on this station, has become so well established, that, like the general discipline of the service, it would be more difficult to do away with than to continue it; therefore the officer under whose command it may fall into disuse, will incur great and well-merited censure. Of this, however, we have no apprehension, as the good conduct of the boys themselves has created an interest among the officers, which will increase rather than diminish.

On the President's recent visit to the Brooklyn Navy Yard, he was conducted on board the *Hudson*, where the apprentices were ranged in a line on the gun deck, eighty-six in number, all dressed in their sailor uniform, viz.: white shirts and trowsers, trimmed with blue nankeen, blue jackets, with a white anchor on the right sleeve, and black tarpaulin hats, with broad flowing ribands, &c.

As soon as the President had cast his eye along the line, he remarked to Commodore Ridgely that he had not seen so gratifying a sight for a long time. He made very particular inquiries as to the manner of instructing the boys, and manifested great interest in the system of thus preparing young Americans for the naval service of their country.

It was only a few minutes previously to this that they had manned the yards at the reception of the President at the Navy Yard, and presented an appearance worthy of the best disciplined crew in the service. These boys have since been transferred from the *Hudson* to the *North Carolina*, she being

moored under the Brooklyn heights, or at the naval anchorage, as it is now called, where their education will be continued; but with regard to the daily practice of seamanship, such as reefing and furling, bending and unbending the sails, sending up and down topgallant yards, &c., we fear that the yards and sails of so large a ship will be found unmanageable by youths between thirteen and sixteen years of age. The *Hudson* was lightly fitted with the masts, spars, and sails of a sloop-of-war, which brought every thing within their strength, and they very soon became expert in the management of them; but the *North Carolina* is too large a scale for a school of practical instruction to boys so young.

If this plan of receiving ships is to be persevered in—a plan, by the by, which, without adequate results, will cost the Government more money than an actively cruising Home Squadron—there should be connected with them a small vessel, such as the brig *Washington* or *Dolphin*, to be manned during the favourable season by apprentices, under the direction of efficient officers and petty officers, as instructors. This vessel should cruize along the coast between Boston and Norfolk, which would teach the boys all that relates to their profession; and by occasionally touching in, and communicating with the different receiving ships, the best boys could be transferred as required for sea-going ships, and those last enlisted received on board the brig for instruction. From the deep interest which we perceive Mr. Paulding feels in the apprentice system, and the attention he has already bestowed on it, we doubt not that some such plan will be adopted, as soon as a small vessel can be spared for the purpose; but in consequence of the appropriation for building five small vessels having failed for want of time at the last session of Congress, there are not at present a sufficient number for the wants of the service.—There are however, four new sloops of war, of a

small class, recently launched, which cannot be immediately employed, for want of seamen. Would it not be well to employ at least one of these, in a manner which would assist in remedying this difficulty, rather than to let her lie useless at the dock? Not a dollar would be added to the present expense, as both boys and officers receive the pay, whether thus employed or where they now are.

OUR REVENUE CUTTERS—RELIEF TO MERCHANT VESSELS.

We were informed some time since that no U. S. vessel but the cutter brig *Washington* was cruising off the coast to relieve merchant vessels at the present perilous period, and the following letter from Captain Fraser *confirms this statement*:

TO THE EDITOR OF THE HERALD,—

SIR,—It was with much surprise I saw a paragraph in your paper of this morning, asking why the U. S. Revenue brig *Washington* under my command, was at Newport, and myself in New-York, when my presence was so much needed upon the coast. I would inform you that the *Washington is the only vessel employed upon the coast this winter*, and since the cruising commenced she has been at sea on the coast fifty days, and it will be perceived by the public prints—the *Herald* as well as *others*—that she has been spoken repeatedly, in every situation, between Block Island and the Capes of Virginia. My supplies having been expended, and some of my men, who were put on board the schooner *Samuel L. Southard*, the crew of which vessel were frozen, having arrived here, it became necessary to touch at some port for men and provisions. The harbor of Newport being accessible at all times, I made that port. Not having authority to procure supplies or money at any other place than

New York, I came here for that purpose.

ALEXANDER V. FRASER,

Lieut. Com'g. U. S. Revenue Brig *Washington*.

New-York, Feb. 8, 1839.

Lieut. Fraser need express no surprise that we asked the question; it was our duty to ask it—it was due to the merchants of this city—to those who support the Government and pay the expenses of the navy, to know why the only cruiser allowed by Government was in port. The Lieutenant renders a reason—*his supplies were expended*. This is sufficient, as far as he is concerned; but it is not sufficient as far as the Secretary of the Navy is concerned. It is his duty to have cruisers on the coast; and we hope a meeting of our merchants will be called instantly to petition Congress to remedy the evil. *There is at this moment not one government vessel on the coast to relieve our merchantmen*. Out of eighteen revenue cutters, only the *Washington* is fit to cruize on our coast. What a miserable state of things! We are pleased to learn that Lieut. Fraser is not only free from blame, but that he has amply done his duty; he has been at sea fifty-three days, and has cruised nearly five thousand miles, and was appointed on his own application. But still we must ask the question, why there is no other vessel on the coast? This state of things must be remedied. What member of Congress will take this matter in hand and immortalize himself?

[From the *Baltimore American*, July, 1839.]

From a well written communication in the New-York *American* we are happy to learn that about five hundred youths have been enlisted since the passage of the law authorizing the employment of apprentices in the naval service of the Government. Of these, two hundred and ninety have been received on board of the *Hudson*, at New-York, and instructed in all the branches

of an English education, and two hundred and four of this number have been put on board of sea-going vessels. The best reports have been received from the several commanders under whose charge they were placed, and every thing is calculated to induce the belief that the system will succeed to admiration. Two courses were open for adoption with reference to the mode in which these youths were to be instructed; the one proposed the employment of them on board of the Home Squadron; by the other, receiving ships were to be established, in which the schools should be kept. This latter course has, it seems, been preferred, and since her return from sea, the *North Carolina* 74 has been placed at the naval anchorage, near Brooklyn. This noble ship is under the command of Captain John Gallagher, an officer distinguished for his qualities as a disciplinarian and seaman, and noted for his bravery during the last war. As Marylanders, we are pleased to see the selection, knowing as we do the zeal which this excellent officer, who is a native of our own State, will carry into the undertaking with which he is charged. The lads at Brooklyn were paraded on the gun deck of the *North Carolina* at the time of the President's late visit to that station, and attracted his attention by the neatness of their appearance, dressed in their uniform, which it appears consists of a white shirt, collar bound with blue nankeen, blue jacket, white trousers, and black tarpaulin, with broad ribbons streaming to the wind. Thus has been commenced under favorable auspices a system which, if properly carried out, cannot fail to furnish the American Navy with a material not equalled for intelligence and honorable motive in the world beside. Under such guardianship the stripes and stars must float triumphantly wherever honor calls and national right invokes. We say—All hail to the young Blue Jackets! The more, the merrier.

[From the *Army and Navy Chronicle*.]

The causes of the scarcity of native American seamen may be variously accounted for, and by every one perhaps satisfac-

torily, according to his own notions. An experienced and intelligent officer of our Navy has given it as his decided opinion that one of the leading causes, if not the greatest, is the existence of a law of Congress, designed for the protection of American seamen, but which in its operation has a contrary effect. By our laws as now in force, the captain of every merchantman, before sailing, gives bonds for the faithful return or satisfactory account of every *American* seaman he takes with him; but he is not called to account for the *foreigners* who compose a greater or less proportion of his crew; consequently it is an object with him to ship foreign in preference to American seamen, because when he arrives at a foreign port he may discharge them to save expense, if his vessel be detained any length of time, and ship others when ready for sea.

OUR NAVY—THE MERCHANT SERVICE—THE NAVAL SCHOOL SYSTEM.

It is a remarkable, but a lamentable fact, that out of thirty thousand seamen that navigate the mercantile vessels of this port, only nine thousand are natives of the United States. The five individuals arrested on board *La Duchesse d'Orleans* on Tuesday morning by the energy and activity of Mr. Goin, were all foreigners. Mr. G. has spent a great deal of time and some thousands of dollars in endeavoring to convince the Government of the necessity of some action for the purpose of establishing a Naval School, and yet they have done comparatively nothing to effect so desirable an object. If we doubt the success of the scheme, let us look at the example of England. Not only is every shipmaster compelled to take a number of boys as apprentices, in proportion to the tonnage of the vessel he commands, but the merchants of London have established a Marine society, having for its object the taking of friendless lads from the streets, and educating them to be seamen. This society has

a large ship always stationed at Deptford, where these boys are received and instructed in the rudiments of the naval profession. Truly did an English editor observe in an article on this subject, that "in this early attention to the supply of seamen, does the real strength of the British Navy repose." Let us contrast this attention to the national and mercantile marine with that paid to the manning of our vessels by the Naval Department. The *Ohio*, which lately sailed on a three years' cruise, had a crew of nearly one thousand men, and out of that number not more than one hundred were native Americans. What regard or feeling for our national honor—what love of our institution—can be ever expected from such a crew? Is it not enough to alarm any thinking mind for the safety of that noble vessel and the gallant spirits who have gone out in the command of her? Suppose the foreigners were to revolt as they did on board *La Duchesse d'Orleans*, could the one hundred Americans and the officers make any defence against such an overwhelming array of physical force? We hope these few facts will arouse the watchful activity of some member of Congress, and that some means will be taken to provide for the education of the thousands of boys that are standing all the day idle in our market-place, for a profession to which this country must depend on for its safety whenever another war shall arise.

A HOME SQUADRON.

The case of the Spanish schooner taken into New London is again arousing public attention to the necessity of a Home Squadron. The United States is probably the most defenceless country in the world, on a short notice.

[From the *Baltimore Sun* of October 31, 1839.]

NAVAL APPRENTICESHIP.

We have repeatedly referred to the naval apprenticeship sys-

tem as founded in wisdom. It is known that under the present arrangement, boys are admitted into the naval service of the United States for the purpose of being instructed in the principles of naval science, and inured gradually to the toils and hardships of a seafaring life. They are admitted between the years of 12 and 16. Their wages vary from five to six and seven dollars per month, and they are instructed in the ordinary branches of an English education, and in such knowledge as pertains more immediately to the duties devolving upon them in their naval career. They have also the chance of promotion to the post of gunners, boatswains, masters, &c.

By such a plan, efficient seamen are far more likely to be obtained than by the course too long pursued of taking sailors from the bosom of society, and (as is of necessity the case under the present relation of things) not unfrequently from the ranks of ignorance and degradation. In addition to the stimulus of a chance of promotion (which acts certainly with no little power) are assurances of success in after-life, should they see fit to exchange the duties of a naval seaman for the merchant service. The certificate of moral character and proficiency in the required knowledge which they will receive, as a kind of *diploma*, from the officers under whom they may have passed their apprenticeship, will serve as a sure passport into profitable situations, which applicants of another kind cannot so readily secure. Hence should they continue per choice, (for there is no compulsion) in the seafaring life, they will find the road to usefulness and prosperity through an orderly apprenticeship.

It will be seen that the plan under notice rejects the idea of abandoning the sailor to a life of vice and ignorance, and looking upon him as though a being of some lower species than our own, and totally unworthy of being classed among us, and to be treated as an outcast from decent and respectable life—as, in other words, only worthy of being regarded for the physical

benefits to be secured by his services, his intellectual and moral attributes uncared for and unprotected. How often, alas! are mankind disposed to look upon the poor sailor boy as a being of necessity, hardened, and reckless, and abandoned,—as past reclaiming. Hence, this class of our fellow beings are left to the ravages of intemperance, and dark and vulgar crime.

It is well, then, that in the system of naval apprenticeship we have a promise of a better state of things. It is high time that these hardy guardians of our national safety and pillars of our commerce should be regarded more benevolently, and not be permitted to remain in the bonds of degrading ignorance and sheer brutality, to be flogged and goaded to exertion like mere beasts of burthen. They are worthy of a more humane and brotherly usage. In the amelioration of their condition, as a large and indispensable class of the community, the nation's honor and beneficence (and, at the same time, its own *interest*) are conspicuously displayed.

The New York *Times* of January 8, 1840, in speaking of the Report of the Secretary of the Navy, says:

Our system of naval apprenticeship affords the subject for some very interesting statements and important suggestions. The Secretary, in referring to the benefits which have resulted from this admirable system, takes occasion to speak of an infamous abuse of its benefits, in the following terms:

"They (the apprentices) are occasionally presented by persons claiming to be the parents or guardians, and received accordingly. After remaining until they are sufficiently educated, and capable of being useful to their real parents, the latter come forward, prove the whole case a fraud, procure a *habeas corpus*, and release the apprentice after he has been maintained and educated at the public expense."

A similar fraud is stated to be frequently practised by minors, who present themselves for regular enlistment. They take the oath of majority, (the violation of which has been decided not to be perjury) and after receiving an advance of pay, perhaps becoming indebted to the purser, procure a *habeas corpus*, and are released from their engagement, without any legal obligation to pay the debt thus contracted. In order to put a stop to this systematized swindling, the Secretary recommends "the passage of a law authorizing recruiting officers to cause an oath to be administered to persons offering for enlistment in cases where their majority is doubted, and in every case, to parents or guardians presenting boys as apprentices to the navy, the violation of which should be declared a perjury, and subject the offender to legal prosecution and punishment."

[From the *New Era*.]

NAVAL APPRENTICES.

We have been highly gratified at the deep and patriotic interest which the press has taken in the Naval Apprenticeship system, as evincing that deep love of country, which, in every bosom, is a deep and exhaustless fountain, extinguished only with the existence of the individual. Time cannot change it—circumstances cannot chill it—political feeling cannot poison it. But however strong the individual may appear under what he considers ordinary appeals, come home to his heart with but this, and the rock is smitten, and the pure and refreshing stream will gurgle out. Talk to an American citizen of our naval exploits, and his eye brightens, and he feels himself identified with the national glory; but tell him that in the conflict on the ocean, but a small, a very small portion of our seamen were Americans, and the great majority British subjects, and he hangs his head in shame. Be this as it may, the war terminated gloriously for our Naval reputation, but the reproach has always been thrown

in our teeth. To wipe off the possibility of the recurrence of such a reproach—to man our vessels of war with our citizens—and to confide to them the task of bearing the stars and stripes of the country in triumph over the wave—through the battle and the storm, has been, for years, the ardent object of our enterprising and patriotic citizen, Thomas Goin. Years ago he introduced his project, and took journey after journey to Washington to bring the subject before the proper authorities, and when he called on the old General* and mentioned to him that the disgraceful fact was true, that the American Navy was manned principally by British seamen, down went his hickory stick, and out came his expressive declaration, “By the Eternal, that should not, nor ought it so to be.” On went his white hat, and with Goin he took his way instantly to the office of the Secretary of the Navy, to confer with him on the subject, and the patriotic honesty with which he forwarded the project, may be gathered from his two last messages to Congress, in which the matter was twice brought before the National Representatives. Mr. Van Buren has also been always a firm advocate of the Naval Apprenticeship system; but Mr. Goin has been the originator, the father and founder of the school, and to him is the nation indebted for its establishment, and for all of good that may ultimately flow from it.

The present Secretary of the Navy has entered warmly into the subject, and to Mr. Paulding the Naval School is greatly indebted for the progress it has already made. Confessedly a man of superior mind, and of great grasp of intellect, he at once saw that Mr. Goin’s plan was the sober deduction of reason enlightened by experience, and stimulated to action by an ardent love of country, and he has lent his official aid warmly and intelligently to carrying it into effect. In any point of view in which we re-

* Jackson.

gard it, the Naval Apprenticeship system comes commended to our interest as well as to our patriotic love of country—and it possesses strong claims on our philanthropy. To our interest it points out the great saving in life and property which will be the annual result of the Naval School plan, to supply vessels on our coast in the severity of winter, and the lessening of our taxes for the support of houses for the prevention or punishment of crime. To our patriotism it says—Can you submit to the reproach of being dependent on mercenary aid for the support of your naval reputation, when thousands and tens of thousands of the rising generation would spring at your call to man your vessels of war, and to lay down their lives in support of the national honor? And to the philanthropist it says—look for a moment at the situation of New-York, and every other Atlantic city throughout the Union—see the thousands of idle boys, who may be saved from prospective crime, and rendered useful to their country; some of them winning honor for themselves, and succeeding in naval renown, by being well and carefully brought up as the property of the nation, as the children of the Republic, and our future “gems of the ocean.”

[From the *Baltimore Post*.]

THE NAVAL SCHOOL SYSTEM.

This is the right principle, and cannot fail of success. It has been put into operation in New York, where about three hundred youths are already fairly, and with the consent of parents or guardians, enlisted into the service. They are received on board the *North Carolina* 74, Capt. Gallagher, an officer distinguished in the last war, and a practical nautical scholar. The boys are to receive a good education, fully embracing navigation in its technical and active seamanship. Their uniform, in which they were paraded on the gun deck on the occasion of the President's visit, consists of blue jacket, white trowsers,

white shirt bound with blue nankeen, and tarpaulin with a broad ribbon streaming to the wind.

The abundant success which seems likely to result from this scheme, we hope will soon lead to the entire abolishment of promiscuous enlistments or at least to the exercise of more caution in effecting them. The distress and agony which they too frequently occasion in the bosom of a family is beyond description. An instance but a short time since came under our notice: a respectable family in humble life, out of a numerous offspring had raised but one child, the last born, and he was about sixteen years old; the heart of a parent will at once feel how dear he was to them: one night at supper his place at their table was vacant, and when he returned not through the night, alarm took hold of the mother's heart; in a few days, it was ascertained that he had shipped and was gone,—gone for three years in the *Brandywine*. His parents are deserted by the hope of their age, and their boy will come back to them a changed being, on the verge of manhood, with a heart estranged from its filial love, and with the habits and the rough exterior formed on the gun deck of a man-of-war. We question if they would not rather he had died.


How many instances of this kind must occur under the old system may be easily conjectured, and often attended with still more afflicting circumstances. The Naval School System we hope will take precedence of the old mode, and remove entirely the necessity to resort to it. We say—with a contemporary—All hail to the young blue jackets. The more the merrier.

[From the Philadelphia *Ledger*, of July 29th, 1839.]

THE APPRENTICES.

About 500 boys are on board the receiving ships moored at Norfolk, New York and Boston, who are receiving an excellent education. It has been suggested to the Navy Department that

practical lessons on navigation be afforded the pupils, by cruises along the coast in small vessels, rigged lightly and adapted to boys' strength.

 We perceive in the *Norfolk Beacon* an article showing the beneficial effects of the apprentice system in the navy. The writer, however, does not seem to have been aware that Mr. Thomas Goin, of Burling Slip, in this city, merits all the credit for this arrangement. He has exerted himself for several years to have the system introduced, at an expense of time and money, which reflects great credit upon his enterprize and patriotism.

[From the *Journal of Commerce*.]

THE LOW, BLACK SCHOONER CAPTURED.

The runaway schooner has been captured by the U. S. surveying brig *Washington*, Lieutenant Gedney, and carried into New London. She is the *Amistad*, of Puerto Principe, Cuba, and was owned by a Mr. Carrias of that place. At the time she was taken possession of by the slaves, she was bound from Havana to Nuevitas, with a cargo of dry goods, and about fifty slaves. The slaves rose upon the captain and passengers, and killed nearly the whole of them.

The trial of these blacks will involve several curious questions.

P. S. Since writing the above we have received the following letter:

NEW-LONDON, Aug. 27, 1839.

The surveying brig *Washington*, Lieutenant Gedney, put in here last night, with the schooner reported by your pilot-boats. She proves to be the schooner which left Havana in June, with negroes for a neighboring port. The slaves murdered all the white men, and then intended to go to Africa, but brought up on this coast. She had touched near Montauk Point, and got a supply of water, &c.

The head negro jumped overboard, when the boats from the brig came alongside, and it was with some difficulty he was recovered and saved. The negroes made no resistance. One of the white men saved is the owner of the slaves, as he says. One or two of the negroes died yesterday, and several are sick. It is said there is money and jewels on board of the value of \$40,000, but this is mere report. The schooner lies down the harbor, awaiting the arrival of the U. S. Marshal.

[This is an interesting exploit for the boys of the *Washington*, for she is *manned* with thirty or forty Navy apprentice boys, and only three or four men. She is engaged in surveying the coast.—*Eds. Jour. Com.*]

[From the New-York *Herald*, of Jan. 14th, 1840.]

THE NAVAL SCHOOL.

Every one who desires to see the Navy of the United States manned by American seamen, will rejoice to find that the Naval School system is in the most flourishing condition. After unsuccessful trials for several years, Mr. Goin, (the originator of the system) some three or four years since, by great exertions, and a considerable outlay of time and money, effected the passage of a law through Congress, for the establishment of a naval school in every Navy Yard, and the fitting out of a Home Squadron. The various Secretaries of the Navy have each done but little towards carrying the law into effect, but the present Secretary seems disposed to help the project considerably.

The school, in our Navy Yard, contains nearly 300 boys, all hearty and strong; many of whom would be running the streets, ragged and noisy, dragging fire engines, or stealing at every turn, if they were not on board the school ship. In this point of view, therefore, the establishment of the naval school is an invaluable project, and of incalculable benefit to the community. Again, by means of the school, an immense number of otherwise

helpless, idle, and worthless boys are endowed with an education, and the means of obtaining an honorable and independent livelihood. Lastly, by means of the Naval School, we shall in four or five years be enabled to man all our men of war with educated, well disciplined, native born American seamen. This latter circumstance is of itself a fact of such immense importance, that it is only necessary to state it, to convince every one of its value.

[From the *Norfolk Beacon*.]

APPRENTICES IN THE NAVY.

We happened to be near one of the wharves a day or two since, when a boat was seen in the stream and attracted much attention. The crew looked like sailors in miniature, as in truth they proved to be, for they were the young apprentices from the *Java*, and so neat and tidy did they seem, that they might readily have been taken for some youngsters who had stolen from school and equipped themselves in the apparel of the sailor.

It is plain to see that this system of apprenticeship is about to effect a great change in the *materiel* of the man of war—a change that will be hailed as one of the most important revolutions of modern times. If there was ever a class of men deemed incapable of amendment, they were those who, without pride of profession, and as a last resort, shipped on board a man of war. Such men seemed unassailable by the ordinary means of moral attack; they were given over in despair. But there is a means now operating which will accomplish the work. The regular education of young men, from their earliest infancy to manhood, in all the details of seamanship, in the nurture of sound morals, and under the guidance of intelligent and accomplished officers, will bring about the change. These youths will be well skilled in their profession—a qualification that will claim for them the respect of the oldest or most worthless sailor. They

will have become acquainted with the officers, shared their confidence, and like them will feel a professional pride as well as a sense of self-respect that will lift them above vicious associations. Known to the commanders, they will be selected as petty officers, and be deemed worthy of confidence and respect. Each will form a nucleus among those who have not enjoyed the same advantages, and while the tone of the ship will be improved, its discipline will be also promoted.

We understand that in order to attain a result so important to the discipline of the navy, and so auspicious to its moral and intellectual improvement, the Secretary of the Navy has determined to remodel the receiving ships, and convert them into schools of practice for young landsmen and boys. The system which has heretofore prevailed in these ships had some considerations to recommend it, but it has been felt very sensibly that it crushed the spirit of the sailor and made the service unpopular. It sunk every sentiment of chivalry in the bosom of the young mariner, who, with all the pride of profession about him, was handed over to the dock-yard for daily labor, at reduced remuneration. It was a commingling of land and sea service in the case of those who looked to the ocean as their proper element, and the ship as their native home.

Under the new system, which will regard the receiving ship as in its proper light as a school of discipline for young landsmen and boys, the best results will assuredly flow. Much of the practical knowledge of seamanship may be learned in port. To handle the guns, to manage the yards, to attain, if we may so speak, the geography and vocabulary of a man in war, may be done ashore. A service of six or eight months will enable an active lad to perform the duties of a sailor well and skilfully, especially if an occasional coasting trip, by way of experiment, were added. Such a policy will insure a constant supply of good seamen in our ships of war, and if the present Secretary of the

Navy succeeds in establishing the system on a firm and lasting foundation, he will have done more for the real interests of the Navy than he could have done by any other act whatever, and will have secured a reputation for himself as lasting as the benefits conferred upon this favorite arm of the public defence.

We lately visited the receiving ship *Java*, under the command of Capt. Charles W. Skinner, and had an opportunity of observing the apprentices. They were about forty or fifty in number, neatly attired in the garb of a sailor, good looking, and ranging from twelve to eighteen years of age. We saw the school room appropriated to their use, and the carronades which they used in their exercises.

They show great aptitude in acquiring knowledge, and are already catching that *esprit du corps* so essential to effective organization. If the boys on this station do not turn out worthy and skilful seamen, it will not be the fault of Capt. Skinner, and the intelligent officers of the *Java*.

[*Extract from the Report of the Secretary of the Navy, to the President of the United States, of 30th November, 1839.*]

I deem it proper, also, to bring to your notice an abuse of great importance to the interests of the service. Numerous instances occur of the enlistment of minors; and it is obviously impossible to discriminate between those who are, and those who are not, of legal age.

After receiving further advance of pay, and becoming, perhaps, indebted to the purser in addition, they apply to a lawyer or a magistrate, procure a *habeas corpus*, and obtain their release without any legal obligation to pay the debt thus contracted. The instructions to recruiting officers authorize them to cause an oath to be administered in cases of doubt; but it has been decided that its violation does not subject the offender to legal punishment. Cases analogous to these frequently occur in

the enlistment of apprentices authorised by an act of Congress. They are occasionally presented by persons claiming to be their parents and guardians, and received accordingly. After remaining until they are sufficiently educated, and capable of being useful to their real parents, the latter come forward, prove the whole case a fraud, procure a *habeas corpus*, and release the apprentice after he has been maintained and educated at the public expense.

I would, therefore, respectfully recommend the passage of a law, authorising recruiting officers to cause an oath to be administered to persons offering for enlistment, in cases where their majority is doubted (and, in every case, to parents or guardians presenting boys as apprentices to the navy), the violation of which should be declared a perjury, and subject the offender to legal prosecution and punishment.

Should this system of apprenticeship be carried to the extent of which it is susceptible, I look forward to it as a source of great and lasting benefit to the navy. There is every reasonable prospect of its becoming a nursery for the supply of petty officers, one of the most important constituents in the service, nor can I doubt that it may be made the means of supplying a large number of capable, intelligent seamen, more strongly attached to their country by the benefits she has conferred on them.

The result, thus far, has been highly encouraging. A spirit of excitement and emulation prevails among those boys; their conduct, with rare exceptions, is correct and exemplary; examples of profligacy and cases of desertion seldom occur; commanders of vessels of war, are, without exception, anxious to have at least one-tenth of their crews composed of them; and the reports from the receiving ships give uniform testimony to their general deportment, their habits of order and industry, and their capacity for the acquisition of those branches of learning

and that practical knowledge of their profession which fit them for future usefulness.

I have endeavored to call the attention of magistrates, parents and guardians, to the means afforded by this system, of providing for that large class of unfortunate children which has become so numerous, most especially in our large cities, and which is without the means or the prospect of a comfortable maintenance, or of acquiring even the rudiments of education. If, instead of permitting them to live in idleness, exposed to every temptation, and plunging prematurely into every vice, they were apprenticed to their country, they would receive such an education as befits their station, and acquire those habits of sobriety, honesty, order and industry, which would go far to render those who are so apt to become the bane of society, efficient supporters of the honor and interests of their country.

The New-York *Courier and Enquirer* of the 4th of January, 1840, in commenting on the Report of the Secretary of the Navy, uses the following language in reference to the Naval School:—

“On the subject of Naval Apprenticeship, the Secretary makes highly judicious observations. He represents the benefits which have hitherto resulted from the system as of the most highly encouraging character. The attention of parents, guardians, and magistrates, cannot be too earnestly directed to the opportunities offered by this system for the disposition of that numerous class of children, born to misfortune, and now educating in vice and ignorance, to become pests to the community. The naval nursery, so wisely established by our government, offers the means of rescuing hundreds and thousands of this class from the degradation and wretchedness which menace them; of giving them useful education; submitting them to a wholesome and salutary discipline; and ultimately rendering them the ‘efficient supporters of the honor and interests of their country.’ ”

[From the New-York *Evening Star*, January 18, 1840.]

FLOGGING IN THE NAVY.

The Secretary of the Navy has recently issued an order prohibiting the flogging of sailors, and making it imperative that such punishment shall be strictly conformable to law, and always by order and in presence of the captain. This order is not only conceived in a proper spirit of humanity, but is likewise policy, as good seamen are unwilling to join our Navy, from an abhorrence of the system of tying up a free citizen and flogging him like a convict. The subject has probably been brought to the immediate consideration of the Secretary from having seen it asserted in a Portsmouth paper that a gentleman saw twenty-five hundred lashes inflicted on board a United States line-of-battle-ship one morning before breakfast. Without crediting this statement, various considerations pressed upon the Secretary the necessity and importance of taking some measures to abridge such practices in future. The *Norfolk Herald*, in noticing the arrival of the *Vandalia* sloop-of-war, Commandant Levy, from a long and perilous cruise in the Gulf of Mexico, notices the great moral reform brought about in that ship, the crew of which were remarkably steady and attentive to duty, and asks:

“By the way, we observe in the same article from which the above extract is quoted, that Commander Levy, of the *Vandalia*, managed matters so well that he kept his ship always in prime order, and yet seldom had occasion to use either the *cat* or the *colt*. If this is true, (and we do not doubt that it is so,) we would call upon that officer to impart his mystery. He owes it to the service, in which he holds a distinguished position, no less than to the advancement of his own fame, to let it be known by what process he has arrived at the consummation of a high state of discipline with so little use of the ‘cat’ or ‘colt;’ while an old veteran in the service, who has heard the enemy’s bullets whiz-

zing about his head like mosquitoes in September, could not admonish his ship's crew of their duty without giving them twenty-five hundred lashes for their bitters before breakfast!"

The story is soon told. Captain Levy has had twenty-eight years experience in the Navy as a seaman and an officer, and he always held the opinion to us that too little care was bestowed upon the morals, comfort, character, and health of seamen—the mainstay of the Navy; and he adopted a system of his own—for example: When a sailor was drunk, instead of his being taken in charge by an officer and handed over to the master-at-arms, and put under a sentry's charge in irons, and the next day flogged for using abusive language when drunk, the officer was not permitted to have intercourse with him; his messmates were directed to take charge of him, and he was immediately placed in his hammock and lashed securely. The next day he was sober, and at work, under a reprimand from his captain, instead of being in irons and punished at the gangway, and then be placed a week on the sick list in consequence of exposure in the brig. This produced the best moral effect. The habitual drunkard had a wooden bottle painted black and lettered "punishment for drunkenness," hung round his neck and locked securely, which he wore night and day: this fretted and worried the sailor as a disgrace, and it seldom occurred twice to the same person. For petty crimes, for which the grog is usually stopped, a severe privation for seamen, the captain ordered the delinquent's whiskey to be watered—a pint of water to a gill of whiskey. The seamen preferred a dozen lashes to this watering their whiskey; but it had a good moral effect. For petty thefts, a wooden collar was hung around his neck and a badge upon his back, and the delinquent messed in the manger, and not permitted to speak to any one. When fighting took place, the captain heard the story of each, and punished the offender by making him drink a tin-pot

of sea-water, which, though he disliked terribly, nevertheless cooled his blood and cleansed his stomach.

It was by this system, carried out firmly, that flogging ceased—a pride of character among seamen was created—duty performed cheerfully, and the men kept in perfect health. The captain, when the men were sick, saw in person to their comforts—sent them something nourishing from his own table. This is the proper course to be pursued towards seamen, who, in short, are children, and are to be coaxed, not driven. A sailor will work hard when well treated; and we have no doubt that Captain Levy could ship a full crew with more ease than could almost any other officer, from the confidence that men have in him relative to duty and general treatment. We say this much because we have a personal knowledge of his humanity and kind feelings to a brother sailor.

FINIS

